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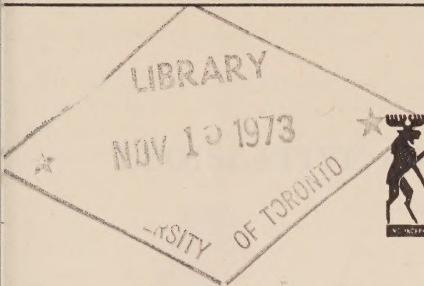
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Legislative Assembly
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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Natural Resources

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT – DAILY EDITION

Third Session of the Twenty-Ninth Legislature

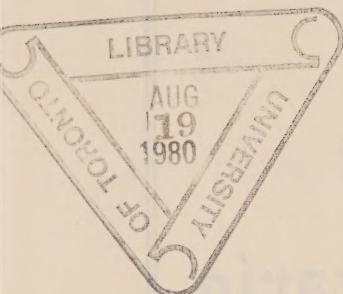
Wednesday, October 31, 1973

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, OCTOBER 31, 1973

The committee met at 2:10 o'clock, p.m.

ESTIMATES, MINISTRY OF NATURAL RESOURCES

(continued)

On vote 2103:

Mr. Chairman: Gentlemen, I guess we can commence with our meeting. On item 2, vote 2103, Mr. Germa, I believe you are still on.

Mr. M. C. Germa (Sudbury): Mr. Chairman, the raise in camping fees in provincial parks has generated quite a bit of objection since it came in a year ago; the \$3.50 per night. I feel the minister reacted to the pressure put on by the private camp operators to bring his prices in line with what the private operator was charging. I think that should not be the criterion for measuring the cost of overnight camping in our provincial parks. Many people are being priced right out of the park. They just can't afford the \$3.50 per night to put up a tent.

I think it is unrealistic and I don't think you should have bowed to the pressure put on by the private camp operators; they have accused you of interloping and interfering with their private business, which is really not the truth of the matter. In fact, the government was in the camping business long before the private operators ever thought of doing it. They saw a good thing and they got into the business of doing it after you did, and I don't think that you should have to conform to their desires and keep the price at what they consider is a competitive price.

I think what you have to realize is the price people on lower incomes can pay. Your park attendance has been going down ever since this price structure went into effect.

Mr. D. J. Wiseman (Lanark): That's not a fact.

Mr. Germa: The statistics will show you that the numbers of campers have been down ever since the \$3.50—

Mr. Wiseman: Everything else is up.

Mr. Germa: Well, you figure out what \$3.50 a night is for 30 days to a guy who is only earning \$80 a week. It's better than a week's wages and he just can't afford a week's wages to pay for rent in a provincial park.

Mr. Wiseman: Can he take a month's holiday, too? If he can afford to take a month's holiday—

Mr. Germa: What you are saying is that a man on a low income shouldn't have a holiday. What I'm saying is the government—

Mr. Wiseman: I can't take a month's holiday.

Mr. Germa: —has to make available recreational facilities for those people who cannot compete on the private market. You are not doing that; you are bowing to the pressure from the private operators. The idea of charging a person \$2 a day to paddle a canoe through our parks is ridiculous as far as I am concerned. How can you justify \$2 per canoe, just to paddle around in our lakes? I can't see that they are doing that kind of damage and I don't think you can justify it on cost.

Mr. Chairman: Is item 2 carried?

Mr. R. Haggerty (Welland South): Hasn't the minister any comments?

Hon. L. Bernier (Minister of Natural Resources): Has the member finished?

Mr. Germa: Yes, that's all I wanted to say on prices.

Hon. Mr. Bernier: I think I would like to put on the record just what the daily fees are for other areas; it may enlighten the member. Newfoundland has a \$3 charge; Prince Edward Island \$4; New Brunswick, \$4; Quebec, \$5; Saskatchewan, \$3; Alberta, \$3; national parks vary from \$3 to \$4; New York State, \$3; Michigan, \$3; and Minnesota, \$3.50. I think you can see, Mr. Chairman, that our fee, which we established some two years ago is in line with those of other jurisdictions. I would say to the hon. member that in 1973 our day-use was down

slightly, but the campers were up about 11 per cent.

The use of our provincial parks system is something that we can cope with. The pressures are there. Use is certainly not going down as he has indicated.

With regard to charging for canoeists in our parks, I'd say to him that there are certain expenditures made on behalf of the canoeists themselves—the clearing of portages, maintenance of those portages, the construction and the care of sanitary services along the canoe route. In addition, we have naturalists and canoe rangers who go out for a period of time in the area to assist those that may get lost or have difficulties; they are on a rotation basis. Canoeists are getting good value, really, for that fee. I haven't had any complaint.

When we adjusted the fee this year to allow the senior citizens of this country the use of our provincial parks, we reduced it for educational groups during the school year. From September until the end of June, we cut it back 50 per cent. It has been well received and well accepted. Camping groups from the schools have increased considerably. So I just don't know where your information is coming from, but that is not what is reaching me.

Mr. Germa: I could read you the first paragraph of just one letter I received. It reads:

Would you please add my voice to the list of the people who are complaining about the high cost of camping in Ontario provincial parks?

That is the kind of information I am getting from my constituents, and they are low-income constituents. You did the right thing when you recognized senior citizens as low income. Surely the move is 20 years late, but at least you finally came around to it. What you have to realize is that it is not only senior citizens who are on low and controlled and fixed incomes.

These are the kind of people that I would say are being priced out of our parks. They are the people for whom the parks were basically designed. A person with a fat purse can go down to the Riviera and have his fun down there, but you have to provide for those people who just haven't got \$3.50 a day. When you figure that out on a two-week camping trip, you are talking about a pretty big buck for a guy on \$100 a week, and there are thousands of people on \$100 a week. They just can't do it anymore.

Hon. Mr. Bernier: I would point out to the member that we try to come as close as we can to having the users carry the major costs of the operating of the provincial parks system. Last year, in 1972, we took in approximately \$4 million in the sale of park entry and camping permits and in fees and our expenditure was \$6.5 million; so we are still short \$2.5 million just on the operating of those provincial parks. That doesn't include the capital expenditure to develop the park in the first place, to purchase the land and to develop the facilities. They are not even paying the operating costs.

Mr. Haggerty: What is the cost now for a permit for the year to go to any of the provincial parks in the province?

Hon. Mr. Bernier: It is \$15.

Mr. Haggerty: Well, they can purchase that for any amount of visits.

Mr. Germa: That's for a day-use permit. That's not for camping. If you applied the same criteria to all your activities, if you charged the timber operator to pay the full cost of administering his programme, then maybe I could go along with you that the park user should pay his full share, but it doesn't apply to other areas of concern in your ministry.

Hon. Mr. Bernier: We try to come as close as we can. We don't expect them to carry the whole load. The balance comes out of the consolidated revenue fund; so it is being subsidized handsomely really.

Mr. Chairman: Anything more on item 2?

Mr. Haggerty: Yes.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Mr. Chairman, the matter of canoe routes has been raised here by the member for Sudbury, and it is rather an important issue. Has the ministry given any consideration that where these canoe routes are established he would allow small-sized outboard motors? There are many persons that like to travel up a stream or a small river who just can't operate a small canoe because of some physical disability or handicap. Have you ever given any consideration that would allow, say, a one and a half horsepower outboard motor or something like that? I am talking about a small motor, not a 5 or 7 or 10 or 35 or 40 hp.

Hon. Mr. Bernier: There are no restrictions on our canoe routes. You can use any size of motor you want.

Mr. Haggerty: There isn't, eh? Maybe you should reverse it then and there should be restrictions.

This is one of the complaints too, that some days there are too powerful outboard motors and launches used on some of these smaller lakes and rivers which cause some problems of backwash along the shoreline, and even put a small boat in a very precarious position when they are travelling some of these lakes and rivers. Some of them come along at a pretty good speed too.

I think you have had problems there and this is one of the reasons why you now have the Ontario Provincial Police vessels that go out and patrol certain lakes and rivers in Ontario.

Hon. Mr. Bernier: We accepted the recommendations of the Quetico Park advisory committee to provide patrol vessels on certain lakes because of noise pollution and water pollution; and, of course, to add to the permanent park concept.

Mr. Haggerty: Does this apply to Algonquin? I think I received a letter from a constituent complaining about the matter of restrictions, particularly for canoes and not small outboard motors.

Hon. Mr. Bernier: Yes. This is being introduced into the Algonquin Park area, too.

Mr. Haggerty: Is it restricted? What size horsepower?

Hon. Mr. Bernier: They will be banned completely.

Mr. Haggerty: Banned completely?

Hon. Mr. Bernier: On a phased-in basis, a lake-by-lake basis.

Mr. Haggerty: Maybe this is the point he was trying to convey to me then, that perhaps he is being restricted from using the park up there because he happened to have a small outboard motor. He can't handle a canoe, and he feels that you have deprived him of these recreational needs, too. This is the point that I raised, that I think there should be no reason why they can't use a small outboard. I say a small one.

Hon. Mr. Bernier: You would say then that you would favour outboard motors in Algonquin Park?

Mr. Haggerty: One and a half horsepower or something like that.

Hon. Mr. Bernier: On all lakes in Algonquin?

Mr. Haggerty: On the canoe routes, because there are people who can't handle a canoe.

Mr. Chairman: Anything more on item 2?

Mr. Wiseman: Just on Algonquin Park and motors, don't we have two lakes there that we can use outboard motors on now? Aren't there two of the larger lakes that are a mile long in that?

Hon. Mr. Bernier: All the lakes right now—

Mr. Wiseman: Is it all the lakes right now?

Hon. Mr. Bernier: All lakes right now, and it is being phased out on a gradual basis, lake by lake.

Mr. L. Maeck (Parry Sound): I think, Mr. Minister, what Mr. Wiseman is referring to is Source Lake where there is some consideration being given because of the fact that it is a large lake and someone could get caught in the middle of it.

Hon. Mr. Bernier: Right. Opeongo is another one.

Mr. Maeck: Yes.

Hon. Mr. Bernier: Where the cottagers are established, because some of these cottage owners are—

Mr. Wiseman: I thought they put it at five horsepower or something; that is just in the back of my mind there.

Mr. Chairman: Mr. Ferrier, on item 2.

Mr. W. Ferrier (Cochrane South): Yes, I'd like to ask the minister a question arising out of his statement on Algonquin Park. He mentioned they are not going to continue the two camps that are there, but the government is going to go ahead and have another camp developed for disadvantaged children.

I wonder if the minister could give us some indication where in the park this camp is going to be operated? Who is going to be the operator? Is it going to be the government or is it going to be given out to tenders for some other private firm to move in there? Just what are your plans? And when you say "disadvantaged children"; where are they proposed to come from and

how would you define this term? What is your thinking in this regard?

Hon. Mr. Bernier: We have been talking to groups like the YMCA, who are experts in this particular field. No firm decision has been made as to where this new youth camp would be constructed.

Mr. Haggerty: Is it an American or a Canadian camp?

Hon. Mr. Bernier: Ontario. I think the statement said, if I recall correctly, it was for Ontario children.

Mr. Haggerty: How many American camps are there there at the present?

Hon. Mr. Bernier: Three camps. So as we move down the road in our discussions and become a little more solidified, we will be in a better position to make some formal announcements.

Mr. Ferrier: When do you expect to develop this camp?

Hon. Mr. Bernier: We have no funds in this year's budget, so it certainly wouldn't be until next year; in the following year's budget, if we have it in there. So at the start of discussions our negotiations may well be that some body like the YMCA may be asked to take the concession or operate it for the government on that basis. There are a number of avenues we could take. We are only in the stage of working this out with the people who have the knowledge.

Mr. Ferrier: How big are you anticipating it is going to be?

Hon. Mr. Bernier: These are details we have to work out. We don't really know. We haven't got that nailed down yet.

Mr. Ferrier: Did you have pressure from a lot of groups to start another camp within the park?

Hon. Mr. Bernier: There were inquiries coming into our ministry.

Mr. E. R. Good (Waterloo North): Criticisms of the existing camps, too.

Hon. Mr. Bernier: Yes, criticisms of the existing camps, too. It was strongly felt that there should be a camp to which these children could have access, particularly our Ontario children. As you may be well aware the camps that are established there now are fairly high-priced camps. It runs, I think, to about \$500 a month per child for a two-

month summer season, which puts it out of the reach of many of our children, particularly in southern Ontario and the urban areas.

Mr. Ferrier: Why did you decide you wanted to have another camp within the park when you adopted a concept of satellite parks to try to take away some of the weekend users and day users and campers, to take some of the heat off the park? Why didn't you look at a location outside the park rather than give the commitment to build a camp within the park?

Hon. Mr. Bernier: There has been no decision made that it will be in the park or just outside the park, but I say to you that in no way do we want the disadvantaged children to have anything less than what the advantaged children have. This may move us to put it inside the park so that they are equal. I don't think that—

Mr. Ferrier: I think that's kind of a romanticist way of arguing, because the disadvantaged children will never have the same as the wealthy families' children will have—

Hon. Mr. Bernier: Well, we can—

Mr. Ferrier: —but I hope that you'll at least give some consideration to find some—if you are going to get into the camping business for children of less well-off parents; if this is going to be a real goal of the ministry now—I hope that you'll look at a location outside the park. And that you'll also look at the position that you are not just going to serve the people from Toronto and Hamilton and Ottawa but perhaps get into this on a much wider basis and provide a camp in maybe southwestern Ontario and one in the north.

If you have gone to this concept and you are going to spend public moneys, I think you should do it on a province-wide basis and not just concentrate it in that area. You have children in your part of the province who could perhaps benefit from this type of thing, too, and while we have got church camps and private camps in our area, I think that if you are going to go into this in a big way and provide a real professional camping experience for children you had better not just limit it to one location in the province.

Hon. Mr. Bernier: I say to you that this could well be a forerunner to other developments throughout the entire province. When we talk about advantaged and disadvantaged

I think we are talking about a wilderness experience and certainly we want to give those disadvantaged children the same wilderness experience that the advantaged children have, and this is the thrust.

Mr. Ferrier: You should be then able to develop a park or two in northern Ontario because there are disadvantaged children in the north who live in the midst of wilderness, but because of family situations very often don't have the chance of getting out and getting a parent to give them some guidance and teach them in wilderness survival or this type of thing. I think that it has merit to be looked at in other parts of the province.

Hon. Mr. Bernier: I agree with you very much. As we gain experience from this particular camp it will give us something to make further plans on.

Mr. Chairman: Mr. Spence on item 2.

Mr. J. P. Spence (Kent): Yes, Mr. Chairman, I'd like to ask the minister—we have in our part of the Province of Ontario parks operated by the municipality and we find that last year the surplus was very encouraging to the municipality. It made a real surplus and expects another real surplus this year. I wonder if these municipal parks are making use of your parks assistance grants? What do they have to do in order to qualify for these grants? I guess I should read the Act myself but I just wondered.

Hon. Mr. Bernier: I am just digging back, because it is under a vote that we have already passed.

Mr. Spence: Oh, I am sorry. I will ask you again.

Hon. Mr. Bernier: It's such an interesting subject that I'll go back to it, Mr. Chairman. I think it's worthy of—

Mr. Chairman: Does item 2 carry? Carried. On item 3, fish and wildlife.

Hon. Mr. Bernier: Can I answer that gentleman's question first before we go on?

Mr. Chairman: All right.

Hon. Mr. Bernier: Last year we paid the municipalities about \$302,000 in grants on a matching, dollar-for-dollar basis; so that's 50 per cent.

Mr. Spence: Sometimes you have to put up a dollar in order to get a dollar.

Hon. Mr. Bernier: Yes, that's right. And they are really taking advantage of it; I have a tremendous list here of the dollars we paid out.

Mr. Spence: Well, I am glad to hear that.

Hon. Mr. Bernier: I notice even the town of Dryden, in the great riding of Kenora, is involved.

Mr. J. E. Stokes (Thunder Bay): How many Indian reserves were able to participate?

Hon. Mr. Bernier: Well, the Indian bands that received money included Walpole Island, Whitefish Bay, Cape Croker, Six Nations; and here's one I wasn't aware of, the Garden River band got \$10,000.

Mr. Stokes: When?

Mr. Chairman: That's something I looked after for them that you overlooked.

Hon. Mr. Bernier: I don't have a date on that.

Mr. Wiseman: Good member there; good member.

Mr. Stokes: When?

Hon. Mr. Bernier: These figures are up to March, 1973. I don't have the exact date on that, but they must have just started the park.

Mr. Wiseman: You missed that, Jack.

Mr. Chairman: It's in the book.

Hon. Mr. Bernier: Very interesting.

Mr. Stokes: For Ojibway park?

Hon. Mr. Bernier: No, the Garden River reserve.

Mr. Stokes: For Ojibway park?

Hon. Mr. Bernier: It must be, yes.

Mr. Wiseman: Who is the member there? He looks after his people.

Mr. Stokes: You didn't know that last night, did you?

Hon. Mr. Bernier: Oh, yes.

Mr. Stokes: That is how well you looked after it; you didn't know about it.

Mr. Chairman: Look, I saw the poles go up and the electricity go into the camp and all that.

Mr. Stokes: You were very remiss in not drawing that to our attention last night.

Mr. Chairman: I only saw it last evening.

Mr. Stokes: You were not even aware of it last evening.

Mr. Chairman: Well, anyway, that much is to my credit.

Mr. Stokes: Aren't you glad I asked?

Hon. Mr. Bernier: I certainly am.

Mr. Spence: In other words, Mr. Minister, you are encouraging municipalities to operate their own parks.

Hon. Mr. Bernier: Yes, we certainly are, and it is a very well-accepted programme. These fellows are very aggressive in their regions. And of course our ministry helps them considerably in terms of expertise for developing these parks, on a free basis.

Mr. Chairman: Okay.

Mr. Haggerty: What vote are we on?

Mr. Chairman: Item 3, fish and wildlife.

Mr. Haggerty: Fish and wildlife.

Hon. Mr. Bernier: Mr. Chairman, I wonder if I could interrupt here. I know this is the—

Mr. Haggerty: I hope you haven't got another press release.

Hon. Mr. Bernier: Yes, I have. They are coming out of that ministry like you wouldn't believe.

Mr. M. Gaunt (Huron-Bruce): They're full of press releases.

Hon. Mr. Bernier: We have an aggressive ministry. They are on the ball; they are just raring to go.

Mr. Haggerty: Yes, I have a letter for you here, Mr. Minister.

Hon. Mr. Bernier: I know you will be interested in this, and I want to introduce this gentleman to you.

I have the pleasure of announcing today that the Lieutenant Governor in Council has approved the appointment of Mr. Grant H. Ferguson, QC, to the position of mining lands commissioner. Mr. Ferguson is here, I believe. Mr. Ferguson, would you stand please? There is our new mining lands commissioner, gentlemen.

Mr. Stokes: And he's taking up residence in Timmins as of next week?

Hon. Mr. Bernier: Mr. Ferguson's appointment becomes effective on Nov. 1. The position, which includes all the responsibilities and the authority previously held by the mining commissioner in relation to mining matters, has been expanded to cover the public lands field as well. Mr. Ferguson, in his role, will conduct the hearing procedure in appeals against administrative decisions reached by government officials. His role is presently set out in the Ministry of Natural Resources Act.

The new commissioner comes to this position with excellent qualifications. After graduating from the University of Toronto Law School and Osgoode Hall, Mr. Ferguson was called to the bar in 1953. Ten years later he became a Queen's Counsel. His whole career in the practice of law has been in the service of the Ontario government, engaged in the legal aspects of resource management. In 1953, he joined the staff of the Attorney General's department, and a year later he transferred to the Department of Lands and Forests as an assistant solicitor. He became chief of the division of law in that department in 1958. Until the date of this appointment, he has been director of the legal services branch of the Ministry of Natural Resources.

During his service with the former Department of Lands and Forests, Mr. Ferguson provided legal services for the old Department of Mines which did not permanently retain such services. During the last year, he has provided legal counsel for the advisory committee for the Minister of Natural Resources on the revision of the Mining Act; the committee, as you know, was chaired by my parliamentary assistant, John Rhodes.

You can see from that statement that Mr. Ferguson takes on this new responsibility with a great deal of background experience, and I know you wish him well in his new appointment.

Mr. Stokes: How many deputies is he going to have?

Hon. Mr. Bernier: There is a position for one or two; is there not, Mr. Giles?

Mr. J. W. Giles (Assistant Deputy Minister, Lands and Waters): One or more.

Mr. Haggerty: Where is he going to be located? On Bay St. down here?

Hon. Mr. Bernier: In the Act it clearly states that the head office will be in Toronto, but he is asked to move around and hold hearings throughout the entire province, as did the former commissioner, Mr. McFarland. He moved around. Where there was a dispute with regard to mining lands, the hearing was held right in that particular area. In fact, I've had him in Sioux Lookout on a few occasions and in Red Lake, including Thunder Bay, on many occasions. Mr. Ferguson will follow that same pattern.

Mr. Chairman: Item 3.

Mr. Haggerty: Thank you, Mr. Chairman. I was a little bit amazed the other night at the bill concerning the Game and Fish Act, which I believe was passed in the Legislature just the other night. There are members of this committee who would have liked to have spoken on that particular bill. Why was it moved at that particular time with this committee sitting down here? I don't think it is a policy of the committee dealing with such matters that you should have both of these matters going at the same time, in the House and in committee. I suppose perhaps it might be one way of slipping it in the back door, but it won't do.

Hon. Mr. Bernier: You wouldn't think that of us.

Mr. Haggerty: Don't put words in my mouth. I don't think it is in good taste, let's put it that way. I thought it should have been held over until this committee got through discussing the estimates.

Perhaps my main concern in the particular vote dealing with fish and wildlife is that numbers of wildlife, such as pheasants and other birds, have disappeared, particularly in southern Ontario.

Hon. Mr. Bernier: Disappeared?

Mr. Haggerty: Disappeared is right.

Hon. Mr. Bernier: Those are pretty rough words.

Mr. Haggerty: There has been very little effort put in by your department to add new hope for the hunters in that area to restock pheasants in southern Ontario. I know the local conservation authorities have tried in the past to restock and to regenerate because of the loss of pheasants, particularly in southern Ontario. I feel the minister's department has been a little bit lax in providing assistance to the breeding of pheasants in southern Ontario.

The minister may have a few comments on this, but this is what I have been seeing. I have noticed in the area that there are very few game birds left.

I notice also in the particular area I represent that hunters are having problems obtaining access to the shorelines along Lake Erie. There are signs put up there by property owners. Whether they own the lakefront or the lakeshore is questionable, but they have discouraged hunters from going out on certain points along Lake Erie. They have discouraged them in this matter. There is very little opportunity for sportsmen to participate in any hunting programmes in the region.

I think one of the matters that they brought to my attention was the issuing of a licence before the opening of the season, a licence to hunt and shoot skunks and other pests such as rats and a few other things in that area. The minute you issue a licence before the official hunting day, this allows the opportunity for poachers to move into the area, and I think much of the game is shot before the hunting season is actually opened.

I get this from a good source, from conservation authorities in my area, that this is taking place. I thought perhaps the minister would give consideration, as when the hunting season is opened, to apply it to all phases of hunting, whether it's for game or to destroy other pests it should be on the same day.

If I can recall, you very seldom see a deer down in the Niagara Peninsula any more. Since that shoot—or hunt—back in 1965 there have been very few deer seen. If there is any move to bring back the deer population to that area, I would like to see it. There are good game sanctuaries in that area. I remember at one time I could look out of my living room window and see a deer almost every day, but I haven't seen any in the last 10 years.

Mr. Wiseman: Do you hunt?

Mr. Haggerty: Pardon?

Mr. Wiseman: Were you a hunter then?

Mr. Haggerty: No.

Hon. Mr. Bernier: I wonder, Mr. Chairman, if I couldn't comment on those remarks.

Mr. Haggerty: Yes.

Hon. Mr. Bernier: I'm going to ask Mr. Irizawa, who is an expert in this particular field. I want to bring to your attention that

we have a new booklet which has been recently published. It deals with wildlife management areas in the Province of Ontario and gives a complete résumé of all the various areas where we have provincial wildlife areas and where we do manage the wildlife in a very efficient way. In connection with deer, and I'm sure Mr. Irizawa will comment on it, last year for the first time we had an archery season in the old Lake Erie district. There was a return of deer in that particular area and we encouraged the recreational opportunities by having an archery season.

Mr. Haggerty: There are some good sportsmen using archery equipment but there are others who are poor. I've had brought to my attention that some of them are using a crossbow with a line with a hook on it, and this is how they are retrieving ducks.

Hon. Mr. Bernier: Last year alone we had about 30,000 recreational days?

Mr. K. K. Irizawa (Executive Director, Division of Fish and Wildlife): Potentially.

Hon. Mr. Bernier: Potentially. Maybe you would like to comment on the other aspects of the wildlife programme?

Mr. Irizawa: First, on the pheasants, Mr. Haggerty, we still have our two provincial game bird farms. One is located near Normandale and the other is at Codrington, near Brighton. As far as I'm aware the production has been running pretty well constant, but there's been a shift in the use of birds because of the very things you talked about.

There are lands being posted for "no hunting" and such and we are more and more going into the release of pheasants in these provincial wildlife areas. If you want to call them public hunting grounds, fine. There are a number of them scattered throughout the province so that overall the opportunities presented to the pheasant hunters have not been diminished; I think they've been enhanced maybe. It's possible that, in working with our parks people, even in a place like the Short Hills it may be possible in season to have a limited hunt for the local people.

Mr. Haggerty: That would be pretty tough if you're going to make it into a recreational area where you're going to have humans around.

Mr. Irizawa: This is taking into consideration all these factors, mind you; the first public hunting areas that we had in the

province were at the provincial parks in the off-season.

Coming to the deer business, I think you are aware, too, that the road-kill figures for the old Lake Erie district indicated a pretty good population of deer and it was in recognition of that that the archery season was instituted because, shall we say it's a less objectionable means. It's quieter; I think people feel that generally it's safer and as far as I'm aware, I think the take was about 30 deer.

Mr. D. R. Johnston (Director, Wildlife Branch): Thirty.

Mr. Irizawa: Thirty deer or so. We're not saying that there were 30,000 man-days spent, but there was a potential for the month, while the season was on, for about 30,000 man-days of deer hunting experience.

Mr. Haggerty: Are there any such hunting areas like that which are located in the Niagara Peninsula? Have you suggested any there? I mean the wildlife management areas.

Mr. Irizawa: Right on the Niagara?

Hon. Mr. Bernier: In commenting, you may be interested to know that the member for Ontario South (Mr. W. Newman) is not with us this afternoon because the Ministry of Natural Resources released 2,000 pheasants in Ontario county and he is busy hunting in that particular area.

Mr. Haggerty: That's always nice, to get a Conservative riding to release 2,000 birds in. It kind of rubs a person the wrong way, Mr. Minister. You want to open the door for further discussion, I guess. Why haven't you done such a thing as this in the Niagara Peninsula?

Mr. Ferrier: A pheasant fry tomorrow, I guess?

Hon. Mr. Bernier: If he's successful.

Mr. Gaunt: Yes, if he comes in with 117 we have a pheasant fry tomorrow. How's that?

Mr. Haggerty: Two thousand birds? How many have you passed on to the Niagara Peninsula, to the different conservation clubs?

Mr. Irizawa: I can't give you any figures right now. We can get you the figures.

Mr. Haggerty: Yes, they have to purchase them outright don't they, and then feed them for a while?

Mr. Irizawa: They are given to the townships' fish and game clubs which agree to look after them.

Mr. Haggerty: I know many municipalities will take the licence fees from the local hunters and this goes towards the purchase and raising of the pheasants in the area, so that they can release them for hunting purposes later on. But there is very little help or assistance from your ministry on this. If you released 2,000 birds down there I think the hunters would welcome it.

Mr. Chairman: I have Messrs. Wiseman, Spence and Stokes. Mr. Wiseman?

Mr. Ferrier: I would like to get on, too.

Mr. Chairman: Are you through, Mr. Haggerty?

Mr. Haggerty: No, I was going to talk about fish. If you want to talk about game birds you can continue with them. It is all right, go ahead.

Mr. Wiseman: I have five or six things. I am sure the minister is aware of the first one.

In Lanark county we have only two conservation officers plus a supervisor of wildlife, and with the number of lakes we have in that area, I bring to the notice of the minister here again that we need more conservation officers. There is no way those two conservation officers can visit all those lakes and do an adequate job. On top of that they now have to go out and investigate any wolf damage as well. I would like to mention it to the minister—he is well aware of it—that we need these.

I don't know how we go about it, whether the money comes from up here or whether it is just not allotted out of the whole district, but somehow we have got to get some more conservation officers down that way.

I think there used to be a time when—

Mr. Stokes: Don't mention the districts, they feel more strongly about it than you do.

Mr. Wiseman: —the conservation officer used to be kind of a hated fellow, today he is welcomed with open arms, because as our wildlife is getting less and less they realize that he is really their friend. That was one point.

Hon. Mr. Bernier: I can comment. I am certainly aware of the situation, not only in Lanark but in other parts of the province as well. It is directly—

Mr. Haggerty: I am sure you have got requests from the Niagara Peninsula area for additional conservation officers.

Hon. Mr. Bernier: I have, and from the member for Thunder Bay on many occasions, and the member who represents the riding of Kenora. As funds become available, certainly we will make more men available. We have about 312 in total now throughout the entire province and I would say to you that we have excellent co-operation with the Ontario Provincial Police and when it requires input from the OPP then it is there. But not only are the conservation officers there to apprehend, they are also there to assist in the wildlife management, so it is a dual purpose that they serve.

Mr. Wiseman: I don't see how two officers and one supervisor can do the job in the area that we have to cover.

The next point is, I wonder how many lakes in eastern Ontario and around Lanark were stocked this year or did any restocking. I am getting complaints from the fish and wildlife people down there, and similar organizations, that they would like to see a little more stock and I couldn't tell them where we had stocked the lakes. Perhaps we have. Do the fish just come from Westport or are they still taking them out of White Lake?

Mr. Stokes: The district offices all have that information.

Mr. Irizawa: Both the district office and the regional office would have that information.

In answer to your second part, it depends on the species of fish. As you know, at Westport it is largely warm-water species, large-mouth bass for instance, and small-mouth bass at White Lake. If it happened to be cold water species that were required they could have over-wintered at White Lake, but I presume they came from somewhere else in the province, whether it be northern Ontario or Pembroke or wherever. I would suggest for the Lanark area that would be the regional office at Kemptville or the Lanark district offices.

Mr. Wiseman: How do these fish clubs and wildlife clubs go about getting their lake restocked?

Mr. Irizawa: I think their best bet is to get in touch with their local officers.

Mr. Wiseman: Would this be at Lanark or would this be at Kemptville?

Mr. Irizawa: Yes, Lanark is fine.

Mr. Wiseman: My other question is, how is our wolf bounty working out?

Hon. Mr. Bernier: Wolf bounty? There isn't any.

Mr. Stokes: We don't have one.

Mr. Wiseman: No, but are we paying out a lot of claims in the Lanark county area for damage done by wolves?

Hon. Mr. Bernier: I have the figures from April 1, 1973, to Oct. 26, 1973. We paid out a total of \$24,145 in claims.

Mr. Wiseman: Across the whole province?

Hon. Mr. Bernier: Yes, that's under the Wolf Damage to Live Stock Compensation Act. I can read out the key areas if you are interested: Napanee, Aylmer, Owen Sound, Kirkland Lake, Manitoulin, Huronia, Tweed and Dryden. Those are the areas we've had mention of.

Mr. Wiseman: I mentioned to a couple of our lads yesterday about the other one, about getting the checking station opened again at Ompah. There are quite a few hunters in there. Robin Hepburn has done quite a good job in there over the last number of years; but he wasn't there last year and I think every hunter in there has noticed it. I was under a lot of pressure this year to see if we couldn't get it reopened. I understand he was down a week ago Saturday and did a speaking engagement on what happened in there and the surveys he had conducted. He has a wonderful working relationship with the hunters in that area. I think if there was a possibility of getting that opened that all hunters would be happy.

Mr. Chairman: Mr. Haggerty, are you through?

Mr. Wiseman: I am not, however.

Hon. Mr. Bernier: I am told that we are prepared to reconsider and have a look at that situation.

Mr. Wiseman: I have another point. Some people are complaining about the identification method we have now—and I spoke to the minister about this one day—the patch a hunter puts on his back. Isn't there something that we could develop that would be a little better than that? Are we really as sticky as some of the people, say down our way, in fining them if they don't have that

patch on their back? Some of them have had their guns lifted, I understand, and some of them even more than that for not wearing that little patch. Some of them tell me it depends on the weather. If it is cold, they wear their big mackinaw, and if it's mild, they maybe go without the darn thing or it's at home; but they still have their licence.

Mr. Stokes: In 1971-1972, 221 people were fined for failure to wear identification badges.

Hon. Mr. Bernier: I just happen to have an unused one here. It's made out of pretty strong material; really it is.

Mr. Haggerty: Yes, but why not go back to the old badge that we had before?

Mr. Wiseman: Is there not a disc you could give them or something like that?

Mr. Haggerty: Something like a dog tag, something that simple.

Mr. Wiseman: Well, somebody mentioned they can see these, if they are flying over and you are in a duck blind. I'm darn sure you couldn't see that away up in the air, unless you were really low.

Hon. Mr. Bernier: The whole purpose, as I understand it, is just for identification. This is the thrust behind it. I don't know what other way you could do it.

Mr. Haggerty: In the old method, they used to have the badge that they used to be able to pin on.

Hon. Mr. Bernier: It was hard to see. It was always under somebody's lapel.

Mr. Haggerty: Well, it was there though. You don't lose this kind of thing.

Hon. Mr. Bernier: Right on the back it's easy to identify. With a pair of field glasses, you can pick them off at some distance.

Mr. Haggerty: Oh come on now; you won't see that.

Mr. Irizawa: For 10 or 15 cents, I know a lot of sporting goods stores carry plastic kits that you can hook on your back.

Mr. Wiseman: There have been quite a few who have mentioned it to me and I'm just wondering if some of the others have too. We must be able to develop something a little different, whether it's a badge or what have you.

Hon. Mr. Bernier: It's certainly something we can look at. If you have some suggestions

we'd be glad to look at them. I think I would have to admit it's not the most efficient way. You have to pin it on with a safety pin or sew it on.

Mr. Haggerty: They lose them half the time.

Mr. Wiseman: I just have one other comment in connection with the deer. In eastern Ontario we have quite a few pieces of land now that have been bought up by ARDA. I just wondered if we couldn't have an arrangement with ARDA on some of these farms that are maybe marginal and which maybe they are going to turn back to us for reforestation. Maybe the land isn't good enough for agriculture but perhaps deer yards could be located on them. I understand from the good hunters that once a deer yard is up in a particular area deer will come back there year after year.

I know we don't have the personnel to do it. I met with quite a few hunt clubs all the way from Cornwall up to Pembroke on that matter one day not too long ago. I suggested to them that perhaps if they did the managing of these, if we could get ARDA to turn them over, perhaps we could have one key man on this to talk to them, tell them what they have to do, cut some brush so they get fresh growth for these deer, or work this way.

We own the land now through ARDA, as the government does. If there are marginal farms like that—and I think most of our game wardens or conservation officers in the area know where these yards are—perhaps we could develop them and let them go out through the winter and make sure that after a heavy snowstorm the deer are properly fed.

I think it has come to the time where a deer hunter just doesn't go out this Monday and kill his deer and forget about them until next year. He has a responsibility to help to maintain the deer population. I wondered if we couldn't work through ARDA.

Hon. Mr. Bernier: I would like Mr. Irizawa just to comment on that for you, Mr. Wiseman.

Mr. Irizawa: We do have a deer yard. This is pretty well restricted to the area, as you would expect, south of the French and Mattawa rivers. In certain parts of this area I know our local people do liaise and work along with local citizens and interested people such as fish and game club members and with hunt camp people. I wouldn't say that this is done universally. There is a fair bit of deer habitat improvement work being done.

Mr. Wiseman: In a lot of cases they are just throwing it back to us, saying: "What are you going to do? Are you going to close the season or are you going to have a buck law, or are you going to have one week?" This sort of thing. But I think there are others who want to help in some way.

I know if you went to an ag rep's office you will see a lot of ARDA farms in a parcel. There might be 1,000 acres or so that would have a good deer yard in it and the people in the areas would manage it. Fred Gerdwood in Renfrew does a lot of work with ARDA people. I know they would be willing to do it.

Mr. Chairman: Are you finished, Mr. Wiseman?

Mr. Wiseman: Yes.

Mr. Haggerty: I want to know whether there are bounties still applying to foxes.

Mr. Irizawa: Yes, township bounties.

Mr. Haggerty: Has the minister given any consideration that he should enter into that programme of giving additional bounties for foxes? In the Niagara Peninsula there has been a serious outbreak of rabies within the last year and the federal Department of Agriculture has gone around and inoculated a number of cats and dogs throughout the whole region. It has become quite a problem down there. I understand the fox is one of the major carriers of rabies. With the small numbers of hunters out today, I think there should perhaps be some encouragement that they move in on this type of animal, because the fox is certainly killing off what pheasants there are around. They have also made certain raids around farmers' yards and this causes some problems. Now, have they given any consideration to increasing the fox bounty?

Hon. Mr. Bernier: Mr. Irizawa could elaborate on the rabies programme. He is more closely connected with it than I am.

Mr. Irizawa: This year we have been fortunate in getting an increase in funds to step up the rabies programme. I understand there is a patent in the process, so maybe I can't give you the details; but there are new and hopefully very effective techniques being investigated right at the moment in the Huron-Perth county area.

Mr. Haggerty: Is that for treatment or—

Mr. Irizawa: It is for the control of the infectors, or carriers of rabies if you will.

Mr. Haggerty: Oh I see. You don't have too much information on it? How does it work?

Mr. Irizawa: It's a technique that is being used by our ministry in conjunction with people such as at the Connaught laboratories. My understanding is that there is a patent pending on this; thus, whatever the terminology is, it is a patent deal and perhaps I can't give you the details here.

Mr. Haggerty: Well, what does this mean?

Mr. Irizawa: To control the animals that are the carriers of rabies.

Mr. Haggerty: How are you going to go out and control them since they are wild? How are you going to get into where they are harbouring and so on?

Mr. Irizawa: Well, I suppose we could go as far as to say there is a bait involved.

Mr. Haggerty: Well, that's what I wanted to know. It's a bait that you are talking about. What type of bait?

Mr. Gaunt: I'll show you a picture of it.

Mr. Irizawa: It's very expensive.

Mr. Haggerty: Very expensive, is it? I was just wondering what type of programme you have to control rabies in that area; and I am sure it must be a problem throughout all of Ontario.

Mr. Irizawa: This is in our wildlife research area.

Mr. Haggerty: Could you tell me how many deer were destroyed by wolves in Ontario within the last year?

Mr. Irizawa: No.

Mr. Haggerty: You have no count of it at all? Any signs at all that deer have been destroyed by wolves?

Mr. Irizawa: Oh, yes. When our people are conducting deer and moose aerial surveys, for instance, they'll come on to what they presume is a wolf kill out on the lake; I mean, there's a good chance that it has been killed by wolves. We'll see that sort of evidence.

Mr. Haggerty: Well, has the department brought any other kind of an animal into Ontario to control certain other wildlife animals in the area? Have you brought in any animals such as cats or cougars?

Mr. Irizawa: No.

Mr. Haggerty: Bobcats—let's put it that way.

Mr. Irizawa: Well, bobcats and lynx are here now.

Mr. Haggerty: Yes, but have you brought in additional ones and restocked the areas around?

Mr. Irizawa: Are you thinking in terms of those animals that might go after wolves? Is that your line of thinking?

Mr. Haggerty: Yes—but then they would attack deer too.

Mr. Irizawa: Yes, I suppose they would.

Mr. Haggerty: Yes, that is right. Have you brought in any such animals that actually don't harbour here in Ontario—perhaps from out west?

Mr. Irizawa: No, we have not. In general, I think you have to be darn careful with introductions, otherwise you are going to end up with the old starling bit all over again or the rabbit situation in Australia.

Mr. Haggerty: Well, I was informed that the department had brought in such an animal to Ontario.

Mr. Irizawa: Private people may have imported exotic species.

Mr. Haggerty: This is up around the Parry Sound area.

Mr. Stokes: Yes, they are called hunters.

Mr. Haggerty: Pardon?

Mr. Stokes: American hunters.

Mr. Haggerty: American hunters. Well, that's a good point you raise there. I do have that problem too when a certain number of hunters from southern Ontario—

Mr. Stokes: Another type of cat.

Mr. Haggerty: —apply for hunting camp licences or even go to spend two weeks or so at a hunting camp in northern Ontario. One of the things that rather disturbs some of the hunters from this particular area is that they say that the funds must be in American money; and, of course, that kind of rubs the Canadians the wrong way.

Hon. Mr. Bernier: What's that again?

Mr. Haggerty: If you want to go to some of these hunting camps in Ontario, you must have American funds available.

Hon. Mr. Bernier: That would be a practice of the camp itself.

Mr. Haggerty: Pardon?

Hon. Mr. Bernier: There's nothing we could do about that.

Mr. Haggerty: Well, no, but don't you think that it's going to an extreme to say that Canadian money isn't good enough here? In a sense I'll bet many of them are being subsidized by the Province of Ontario through roads or whatever it may be; and to single that particular factor out, I think it just rubs a person the wrong way.

Hon. Mr. Bernier: Well, as far as I am concerned, a buck is a buck. I never check the nationality of it.

Mr. Haggerty: Well, maybe some of these operators are following the minister's generosity in saying a buck is a buck and they don't care how they get it. But it amounts to them saying, "Well, we prefer Americans instead of Canadians or our own citizens from the Province of Ontario."

Hon. Mr. Bernier: That would be the individual's choice. We have a free exchange of dollars across our border. If there is an exchange difference, then that should be worked out by the individual camp owner. I don't think any government body can force people to deal in Canadian funds.

Mr. Haggerty: I suppose that in the present monetary crisis they would prefer Canadian dollars though, wouldn't they?

Hon. Mr. Bernier: Yes, he could go anywhere he wishes. If he doesn't like to go to a camp that just accepts American dollars, there are hundreds of other camps he can go to, where he can spend his Canadian dollars.

Mr. Haggerty: How successful is the coho salmon programme on Lake Erie and the Great Lakes at the present time? Has it been a successful experiment?

Hon. Mr. Bernier: I'd better get one of the experts here to give us a report. Mr. Ken Loftus.

Mr. K. H. Loftus (Director, Sports Fisheries Branch): The survival of cohoes that

have been planted on both sides of the border has been quite good. In the order of 10 to 15 per cent of the numbers planted have matured and returned, in some cases, to areas where they have been planted. The total survival, of course, has not been taken by anglers or commercial fishermen as such, so these are total counts.

If the experiment was to have planted fish survive and return, then it was successful. If the experiment was to establish a population that would maintain itself, then we would judge that the experiment was unsuccessful.

Mr. Haggerty: He has told me a lot there, hasn't he? What is it, unsuccessful or successful? What type of experiment do you think we are discussing here now?

Mr. Loftus: The Ontario plantings were an attempt to plant fish which would come back. They were not expected to reproduce.

Mr. Haggerty: They were not?

Mr. Loftus: No. So I think that has been successful in providing some fishing.

Mr. Stokes: A put-and-take basis.

Mr. Loftus: The American efforts, which were larger than ours, if I interpret them correctly, were undertaken in hopes of establishing a population that would maintain itself. If my interpretation is correct then they were not successful in that. They have produced a good deal of put-and-take fishing.

Mr. Haggerty: What happened to the blue pickerel on Lake Erie? It used to be an exceptionally fine catch out there on Lake Erie. Do you have such a fish now in Ontario, and where?

Hon. Mr. Bernier: I'll ask Mr. Loftus. He is an expert in that field.

Mr. Loftus: We believe that the blue pickerel is extinct. A number of things were involved, in our judgement, in its disappearance. I think perhaps we exploited them more heavily than we should have. Certainly the water quality of Lake Erie has deteriorated a great deal, and was deteriorating rapidly during the time that the blues became abundant and then disappeared. We think that a combination of these two impacts forced the few remaining blues to get mixed up again with the yellows, and they interbred and therefore completely disappeared.

Mr. Haggerty: So there is no hope of restocking any of our lakes and streams with blue pickerel?

Mr. Loftus: We know of no source of eggs.

Mr. Haggerty: Why is it that you do not find whitefish in Lake Erie any more? It used to be an exceptionally good catch. To my knowledge they may be catching the odd one now, but with the condition of Lake Erie now—as I understand it, it is coming back to almost the normal state it was in maybe 20 years ago—is there any hope that whitefish will be one of the major fish that is caught in Lake Erie again?

Mr. Loftus: The species still does exist in Lake Erie, although in very small numbers. We believe that, again, the deterioration of water quality is responsible to a large extent for the severe decline. We would hope that the water quality can be improved to the extent that whitefish might again become important. To suggest that the water quality has already improved to that extent is perhaps optimistic.

Mr. Haggerty: It is optimistic? Then what effect will this generating station on Lake Erie at Nanticoke and the proposed steel plant construction in this area have on the fish in the area? What effect will it have on their spawning areas and so forth? Will they be able to reproduce in this particular area or will it have some effect on their reproduction in the area?

Mr. Loftus: The particular site that you mention is one where we are concerned about the possibility of impact on whatever fish are there or whatever fish we would like to re-establish in these areas. We have a joint programme under way with Hydro and the Ministry of the Environment and our people to monitor the situation as it has been before construction. The programme will continue after construction to get actual measurements of just what does take place.

Mr. Haggerty: What happens if it is in reverse order, that it will not be suitable for fish reproduction or even fish life? What are we going to do?

Mr. Loftus: Perhaps you will allow me to express a personal understanding rather than a position. It is my understanding that the Hydro people indicated a willingness to modify their engineering to minimize any

such impact, if such damage is demonstrated.

Mr. Haggerty: If there are such damages demonstrated, this certainly will have some effect on the commercial fishermen using the area of Port Maitland and even working out of the harbour of Port Colborne. I suppose this would have some effect on their future catches on Lake Erie in the sense that it could almost deprive them of their livelihood and income from this particular type of labour.

Mr. Loftus: Certainly the extent of any environmental impact will be measured and I have reasonable confidence that when such damage is demonstrated, there will be changes imposed which will stop such damage before it becomes effective over a very major segment of any of the lakes.

Mr. Haggerty: I hope that the minister through his staff will take such action to stop it before it does happen. Again, I guess, we should go back and look at the mercury situation that has occurred in the Great Lakes system, particularly in the western basin of Lake Erie where fishing has been banned due to the problem of mercury pollution. It was quite a setback to the fishermen in the area and, of course, they were subsidized by having a certain amount added to their income by the provincial subsidy but this isn't going to solve the problem. If it is going to cause further environmental impact fishing will soon disappear on Lake Erie. That's all.

Mr. Chairman: Mr. Spence.

Mr. Spence: Mr. Chairman, I'd like to ask about the coho salmon. I was wondering as I have listened to the remarks of your official here, Mr. Minister, the resort operators think that Ontario is not really doing anything about restocking Lake Erie with coho salmon.

They informed me that Ohio, Michigan and Pennsylvania have put as many as 700,000 fingerlings in the lake for the restocking of Lake Erie. There are articles which I have which say that Ontario is not going along with the states in restocking the coho salmon which they think would be a great benefit to the tourist industry.

As Mr. Brown at Erieau says, when someone catches an 8 lb or 11 lb coho he can see in the next few days about 40 boats out there, scurrying around hunting for another catch.

As I understand your official here, you are not doing a great deal toward the restocking as are the three states that border on Lake Erie. Another thing I want to ask is, are you giving consideration to restocking Erie? We hear continually from the fishermen that they are quite satisfied at the present time. The fish in Lake Erie seem to be not as plentiful as in the past but they are quite happy that prices have increased; that has put them in a very happy position.

I wonder if the high water levels are damaging the fish in Lake Erie and if that is the reason they say there is a short supply? I wondered if the minister could inform me, so that I can tell some of these operators, what your intentions are about restocking Lake Erie or doing more toward restocking more coho salmon, to help encourage tourists to come to Ontario and enjoy the pleasure of sport fishing.

Hon. Mr. Bernier: If I may comment briefly on that—Mr. Loftus could give you more detail—our ministry's position on the introduction of coho salmon in the Great Lakes continues to be one, as you point out, of limited participation. You might say it is on an experimental basis. We have released some smolts into the Credit and Humber Rivers and at Bronte Creek, on tributaries running into Lake Ontario.

Mr. Haggerty: Did they survive in the Humber River?

Hon. Mr. Bernier: Yes, apparently. Some were even found along the waterfront of Toronto here, believe it or not.

Mr. Haggerty: Dead or alive?

Hon. Mr. Bernier: Alive, near the mouth of the Credit. Certainly we are going to continue this experimental introduction of salmon throughout this year and next year, to measure potential and the long-term benefits to the people of the Province of Ontario. Maybe Mr. Loftus could give you more detail as to what we are going to do in Lake Erie particularly.

Mr. Loftus: No, we did not undertake any experimental plants in Lake Erie because we thought the chances of survival there were rather low. States on the US side thought it was worth a try. The results to date indicate that something less than one per cent of the coho planted did actually show up anywhere afterward, and some of those may even have been migrants from

adjacent Great Lakes. I would think that that is not a very good bet.

In general, we feel that we should direct our management efforts in Lake Erie toward rebuilding the stocks which, in the past, have got along well there.

Mr. Haggerty: You are not suggesting more smelt, are you?

Mr. Loftus: No, I think we are hoping to get the yellow pickerel back in some sort of a dominant role, to sort of ride herd on the smelts and perch and other such fish.

Mr. Spence: That is all, Mr. Chairman.

Mr. Chairman: Okay, Mr. Stokes.

Mr. Stokes: Thank you, Mr. Chairman. There has been a commitment or at least a promise, in years gone by, that more funds would be allocated to what many people throughout the province, particularly in the north, feel is our most important resource, and that is our fish and wildlife resources. I think that tourism, a greater part of which depends largely on our fish and wildlife resources, is an industry that provides well in excess of \$1 billion of new wealth each year. This ministry is always pointing out to us that while they may not get dollar returns for the kind of money that they're spending in fish and wildlife it does come back in other ways via the multiplier effect.

You're only increasing the budget for fish and wildlife by some \$200,000 to a total of \$10,125,000. Mr. Wiseman brought up the perennial cry of not having enough conservation officers to police what I consider to be one of our most precious, valuable and delicate resources. That is, our fish and wildlife resources. I've heard from this minister for the past two years, and from his predecessor on an annual basis, that they too realize the need for much greater surveillance and much more effective enforcement of our Game and Fish Act in the Province of Ontario. Here again, this year, we get the same old record that they're well aware of the problem and that, as funds are made available, they will do something about it. Mr. Minister, that's not good enough.

It might well be that because of your added responsibilities as a minister of the Crown you aren't as aware as you might be about the problems that exist in the field. There isn't an area of the province where there isn't a crying need for more conservation officers. I don't know how many you've

added by way of a token gesture this year over last year, or last year over the year before, but I want to assure you that it's completely inadequate. Looking at the number of seizures and convictions, if you have in the neighbourhood of 300 conservation officers in the Province of Ontario, for the last year that I have figures for—1971-1972—you had a total of 4,296 seizures involving 3,691 convictions. What does that amount to? That amounts to a little over 15 per conservation officer in the Province of Ontario.

I happen to know that many of your conservation officers are dedicated people who would like to be doing an adequate job but it's just physically impossible for them to police and enforce our fish and game laws in an adequate manner.

Any time I take a trip up Highway 599, which runs north from Highway 17 up to Pickle Lake, a distance of 192 miles, with a resources access road leading another 125 miles north of that again, you have one conservation officer patrolling that area on a part-time basis. He has other responsibilities in addition to that. There are violations wherever you go.

There are people who are bringing live bait into areas where it is strictly a violation. You have people who are getting much in excess of the allowable limit. You have people who are killing large game, and leaving the meat to rot just because they want a trophy. You're getting some of them—but you are by no means getting them all.

There are people who are using live traps for impounding fish for up to a week. When they are all set to take off back home, they fillet what they want and just dump the rest. The fish are either dead or in such poor condition that there is no chance of survival even after they are released.

So, I think there's ample evidence that something much more tangible must be done to provide more conservation officers. I want to reiterate, Mr. Minister, it is not good enough when you say that "as funds are available, we will be doing something about it."

I want to reinforce what previous speakers have said concerning the introduction into Canadian waters of fish species that show a very good chance of reproducing. I'm well aware of the remarks that Mr. Loftus made concerning the poor showing as a result of the cohoе planting.

The last week in September I toured northern Michigan and northern Wisconsin,

and went out of my way to find out just what was happening in those jurisdictions.

I saw cohoе salmon taken out of Lake Michigan on the Upper Peninsula that weighed 27 lb. I saw king salmon, which they refer to as the chinook, at 23 and 25 lb. I visited several marinas and asked the boat owners what effect this had on their business, and I've asked small shopkeepers in communities adjacent to Lake Michigan, and they say that the economy in those areas has never been more buoyant. The economic spill-off, as a result of the introduction of the chinook and the cohoе in those areas, has been a real boon to the economy.

I fully appreciate that the aquatic life in that lake, for example the alewife, makes the rapid growth and the propagation of these particular species much more attractive than in some of our colder waters, such as in Lake Superior.

But I think if you ask any commercial fisherman on Lake Huron, you will find that a good many of the cohoе that have been planted in Lake Michigan are being caught by our commercial fishermen in Lake Huron. This indicates that maybe you've given up too soon.

When Mr. Loftus says that the experience has been rather disappointing and there's no likelihood that this kind of restocking programme will enjoy any degree of success, other than on a put-and-take basis, I think you're giving up too soon on this. When I see the effect that these plantings have had on the south shore of Lake Superior and in Lake Michigan, I think you are missing a tremendous bet if you don't give the programme a chance to mature.

I think that on the basis of what I saw in northern Michigan and in Wisconsin, that a programme such as this is worthy of further work.

I stopped at one place on the west shore of Lake Michigan, a place called Manitowoc. I travelled on a ferry from Ludington, Michigan, over to Manitowoc. About four miles north of Manitowoc, on the way up to the peninsula between Lake Michigan and Green Bay, I couldn't believe my eyes. Mr. Minister. I thought there was an accident on the road because of all the traffic and the cars parked along the way. I slowed right down. I never saw so many fishermen with such sophisticated gear and so many recreational vehicles. I think I must have been looking, just in the very small confined area

of which I speak, at over \$1 million worth of equipment that people were using.

At the first opportunity I pulled off the road and I walked back, and I had to walk back a quarter of a mile. Just to give you some idea of the number of vehicles that were parked there, I had to drive a quarter of a mile to get a place to park. I walked back and there was a little slough, about twice the size of this building in acreage, and I counted 46 fishermen just in that little slough. They were almost waiting to take turns to cast. I made it my business to inquire around as to what their success was. There were men, women, children, anybody who could get a place beside this slough. There were people with hip waders on out 200 or 300 ft from shore. There were the little skiffs floating around there. You would be amazed at the amount of interest shown by sportsmen.

Mr. Wiseman: Were they catching any?

Mr. Haggerty: It sounds like one of my places; it had no fish.

Mr. Stokes: They were catching king up to 25 lb and they were catching coho. I saw half a dozen of them that ran between 8 lb and 12 lb.

Mr. Haggerty: That's one that didn't get away, isn't it?

Mr. Stokes: They had had a derby there the weekend before that. I brought a few papers just to take a look at the pages to see what kind of success they had on this derby. I forgot the weight of the winning fish, but first prize was \$5,000.

Mr. Wiseman: No wonder they had very valuable equipment.

Mr. Stokes: Their first prize was \$5,000. It was so much a pound for the winning fish.

Mr. Wiseman: They must have money in the north there, \$5,000 for a prize.

Mr. Ferrier: Well, it is in the United States.

Mr. Stokes: All I am saying is I think that this programme is worthy of continuation. I know that you have had some sample plantings in a few areas along the north shore of Lake Superior, and I think it is too early to say what the results will be. I think you should continue it, because Mr. Loftus knows that there was a unique, humpback salmon, that was planted in Thunder Bay 15 years ago.

Everybody had written them off saying, "Let's put it down to experience, it wasn't successful." But now for the last three or four years we are getting these humpback salmon back on their way up some of the rivers along the north shore to spawn. It could be, because of the coldness of Lake Superior and many of the Great Lakes, that a lot of these experiments that you have undertaken in the past really haven't been given time to see whether their results are positive or negative.

On the basis of what I saw down in Michigan and Wisconsin, I don't think we can afford to pass up a bet such as this. All I am saying is that I think it is worth another try. We are having difficulty maintaining species that are indigenous to the area. We are having problems with our pickerel; we are having problems with lake trout and brook trout. Action was taken by the minister last week to shorten the season and close it for a much longer period of time around spawning. I commend the minister for it and I think you should do more of it.

I was a little bit perplexed at the comment that Mr. Loftus made in answer to a question from the member for Welland South when he asked what effect the large Hydro generating station in Nanticoke would have on aquatic life. He said there was some indication that Ontario Hydro was aware it may have an adverse effect on aquatic life and it was prepared to do something about it.

The last annual report that I have on provincial fish hatcheries says, among other things:

Plans for a very large and complex new production hatchery were prepared jointly by ministry staff and consulting engineers. This station is planned for construction at a site adjacent to the new Lennox power station in southeastern Ontario near the village of Bath.

This would indicate that not only would there be no adverse effect but the effects caused by the heating of the water would be very advantageous and for that reason one would complement the other.

I've heard a lot of people, environmentalists, complaining that the massive introduction of hot water was going to have an effect on aquatic life, while your report says just the opposite — that they would complement one another. When the minister replies maybe he would have Mr. Loftus explain that to me.

Since Mr. Irizawa is a biologist and I'm sure he's interested in the biologists he has in the field, it's been my experience, with the limited knowledge I have about the activities of your biologists, that there doesn't seem to be any end to the kind of surveys that are undertaken by biologists. There is nothing definitive about the surveys that you undertake.

First of all you are given a problem. You send your biologists out to find out what the cause of the problem is and, hopefully, come up with solutions to the problem. I want to refer first to the problems in Lake Nipigon which was once one of the most productive fisheries in Ontario.

You've got a very capable biologist there by name of Lorne Townes who has been there about five years. Each time he comes up with a solution—not a solution but an answer—to a problem or a reason for a particular problem, it's always "we think" or "it may be." Is biology such an imprecise science that you have to look at a problem for five years before you can come to a conclusion as to what is causing it?

There are a good many things that have happened over the last 30 years in that watershed which have changed the environment. Man's manipulation of water levels the introduction of pulpwood and what amounts to millions of tons of bark surely must have had an adverse effect on the ability of that fishery to reproduce the species that were common to the area. If you look at the reduction in the number of fish taken out of there both by the commercial fishery and by sports fishermen, it's quite obvious to me, a layman, that a lot of the problems there are, in fact, man-made. Yet I think I'm safe in saying that this ministry has never seen fit to give nature an assist by restocking that lake.

Anytime I ever asked about it they said: "It's a good productive lake and it does have the ability to reproduce those species and it's just a question of over-fishing." I can carry on a continuing dialogue with people who know much more about fishing than I do and have a lot of good common-sense knowledge of fishing and the lakes in which they fish. I'm just wondering how long it's going to take you to do something positive by way of giving nature an assist to bring back that fishery in a way that it will assist tourist operators who have been there for a good number of years and, just as important, the number of commercial fishermen who

once had a good living there—which included a good many native people—who are having to look to other places for a source of income and a source of employment.

The same thing can be said for Lake Nipissing, where one of your biologists went to do a survey. I don't know what the results of those surveys were, all I know is that the problem continues. The minister is aware, and I'm sure the people in the fish and wildlife division are aware, of a one-man campaign that has been undertaken by a Mr. Joe Leslie, who has been advocating size limits on that particular lake for a number of years. After many years of urging, almost single-handedly, he does have a large number of people behind him, commercial fishermen, conservationists and tourist operators, saying that you can't continue with the present policy and still expect the pickerel fishery to reproduce. It's just not going to happen.

I do have some other things that I want to talk about but, lest I pre-empt the time of the committee for too long a time, if the minister would like to react to that then I'll go down on the bottom of your list again.

Hon. Mr. Bernier: Mr. Chairman, I must admit that there are a number of items there that the member has brought up. Going back to the first one, of course, is the matter of conservation officers. As I said earlier, we have over 300 in the province and this is coupled with the efforts of the Ontario Provincial Police. Certainly I would be the first one to admit that we don't have enough throughout the entire province. There is that real need and demand.

With the reorganization of the ministry, in some areas we've put in some Zenith telephone lines, in Picton in the southern part of the province. The general public can have immediate and cheaper access to these people, which will make it more functional. We are grouping our conservation officers in some areas into detachments and they can be available on a 24-hour basis, which is helping, in view of the numbers that we have and the demand that we have also.

Mr. Stokes: Are you saying that the introduction of Zenith numbers is going to enhance your ability to patrol all of Ontario?

Hon. Mr. Bernier: No, I'm not saying that at all.

Mr. A. J. Herridge (Assistant Deputy Minister, Resources and Recreation): It gives better service.

Hon. Mr. Bernier: It's just better service, that's all I'm saying.

Mr. Stokes: You're saying it's up to the public to call a conservation officer when they see something amiss?

Hon. Mr. Bernier: Certainly I would encourage them to do it, but for them to do their job it's just one of the ways that we're experimenting with. With the new districts, spread out as we are from 21 to 49, we are trying to meet this demand.

One of the things the conservation officers were appreciative of was the Ministry of Transportation and Communications' change in regulations which allowed them to use red lights on their cars, because it gave them more authority on the highway. I think this is something that this committee in previous years had advocated because of certain actions taken by the Solicitor General at that time.

But that has been changed. It gives them a higher profile on the highways. We have a number of checking points along the highways where we attempt, during certain specific times of the year, to stop the traffic and to—

Mr. Stokes: Just in connection with that, I was asked by a law enforcement officer under what section of either the Highway Traffic Act or the Game and Fish Act does the conservation officer have the authority to set up a road block or a checking station whereby they wave everybody off for inspection. Now I don't object to this practice—in fact, I think it is a hell of a good practice—but I am just wondering under what section it is so that I can point it out to this police officer.

Hon. Mr. Bernier: It is section 14 under the Game and Fish Act: "An officer may stop a vehicle or a vessel for the purpose of (a) determining whether the occupants of the vehicle or vessel have been hunting or fishing; or (b) obtaining information as to the number and species of game or fish taken." So it spells it out right there very clearly.

Mr. Stokes: Thank you.

Mr. Irizawa: Section 14(a) and (b).

Hon. Mr. Bernier: The experiment, I am told, is going to continue with regard to salmon in the Great Lakes. And I think the member is very well versed on the situation—I have to admit, you know, he is maybe

even better versed than I am, because he has taken upon himself to visit the areas on the American side where their programme seems to be going quite well.

But I would say to you if you had been up at Owen Sound last week, you would have seen equally large numbers of people shoulder to shoulder on the banks of the rivers and the creeks, fishing for coho and for rainbow trout. It was a site to behold, really.

The pressure is there, there is no doubt about it and the interest is there—and the fish are there, because they were catching them. To my knowledge there was no fish derby going on, or maybe there was, but to my knowledge there wasn't; at least it wasn't indicated to me when we were up there. But it was something to see the general public up there and to be able to provide those recreational days.

Mr. Stokes: Do I have a commitment that you are going to continue this?

Hon. Mr. Bernier: Yes, this is my understanding. Yes, our experiments are to continue. With splake—

Mr. Stokes: What kind of numbers are you going to introduce into—

Hon. Mr. Bernier: Maybe the experts can give me some actual facts and figures.

Mr. Irizawa: Maybe Doug Roseborough, or Ken can probably talk to you better than I, Mr. Stokes; but one of the things is we are going gung ho now on a selective breeding facility for which we have been looking for a long time. We are finally under way on that. So that should enhance the splake programme, for instance, and any other hybrid—

Mr. Stokes: What about the kokanee?

Mr. Irizawa: I will let the experts do the talking.

Mr. Loftus: Again, we are shooting for a species which we hope would reproduce by itself, so we undertook two series of plantings covering six years, one series being equal to the life span of the species; three years. There were three plantings, and then there was another set of three plantings in order to develop a series of year classes.

The situation now is we are assessing the natural reproduction by the kokanee, and we hope they will be at least as successful as the pinks, to which you made reference, in adapting to conditions in the Great Lakes.

Mr. Stokes: What kind of numbers are we talking about?

Mr. Loftus: It is hard to compare the numbers we use with the numbers that were used in Michigan. For example, our numbers were in the order of four and five million per year, but we were talking about eyed eggs and little baby fish—the fry. You don't expect anything like the kind of survival from plantings of that sort as you do from a million yearlings.

On the other hand, we were planting very small fish deliberately, because we wanted them to come to what seemed to be the best situations for their spawning, their natural reproduction. But the planting phase of that experiment has at least temporarily been terminated so that we can better assess how they perform their hoped-for natural reproduction.

Hon. Mr. Bernier: I could touch on the problems with regard to the cooling facilities that may be required by the nuclear generating plants. I'll have to say to the member for Thunder Bay that this is a matter we have been very carefully assessing.

In fact, when the assistant deputy minister, Mr. Herridge, and I were over in Germany last year we met with the officials of the Braun Coal Corp. and a Dr. Gaerdner, who was exceptionally well-versed on the cooling aspects of nuclear power plants and thermal stations—air vis-à-vis water. He was over here just about two or three months ago and he spent a whole day with the experts in the Natural Resources and Environment ministries and Hydro. In turn a team from the two ministries and the commission have just returned from Germany.

Doug Dodge was our representative on that committee, and there were representatives from the Environment ministry and Hydro. They examined what they are doing over there because they are further advanced than we are. In Germany, France and England. They have gathered some very valuable information, and of course we will be laying it before the policy—

Mr. Stokes: The reason why I was fascinated by Mr.—

Hon. Mr. Bernier: Lennox?

Mr. Stokes: Yes, because on the same trip that I alluded to earlier, I visited a nuclear station on the shores of Green Bay. They showed me pictures of salmon that were taken at the spillway, which indicates to me

that it may even enhance the opportunity for greater survival.

Mr. Irizawa: You are aware, I think, Mr. Stokes, that on the Toronto waterfront at the power station they are having similar experiences.

Mr. Stokes: Yes.

Hon. Mr. Bernier: Our plans to construct a hatchery at Lennox is to use the warm water, as you point out, from that nuclear plant. And this is the hatchery end of it. That will proceed next year so that we will make use of the warm water, particularly on the hatchery end of it.

There may be some concern and biological effects from a large nuclear cooling plant if the water of the Great Lakes is used—and it's beyond us. We are going to end up with maybe three or four or five large nuclear generating stations on the Great Lakes.

The experts tell me that the cost of cooling with air vis-à-vis water, is 10 times more expensive for air. So it may well be this will have to be reflected in the higher cost of electrical power, which the Premier (Mr. Davis) mentioned just yesterday at Nanticoke.

Mr. Stokes: It may be that your biologists will be able to prove that the introduction of warm water into many of the Great Lakes will be an advantage rather than a disadvantage.

Mr. Irizawa: It depends on the amount.

Mr. Herridge: The real question though, Mr. Stokes, with respect to disposal of waste heat, is that there isn't enough known about it; and if you wait until there is damage evident, it may well be that you have set in motion irreversible changes in the biology in your more productive areas—because these are right on shore. The concern our people have is that we shouldn't dispose of the waste heat in those areas until we are satisfied that it will not cause these changes.

Mr. Stokes: All I'm saying is while you are conducting your surveys you look at the advantages as well as the disadvantages.

Mr. Herridge: Oh indeed; and as the minister has pointed out, at the Lennox station the use of its waste heat to improve the production capability of our hatchery is something that is being built in.

There is another possibility that you can get into aquaculture—in other words the use of ponds in growing fish as a food produc-

tion item. This means fish farming at these stations.

But, as the minister pointed out, the purpose of the trip to western Europe was to examine their methods of disposal of waste heat. In general terms, their inclination is to stay away from pumping it into water systems and go into air cooling, which is more costly, but avoids some of the really significant consequences of pumping it into substantial water systems, such as the Great Lakes.

Mr. Stokes: How many biologists do you have on this?

Hon. Mr. Bernier: About 75 in the field.

Mr. Stokes: No, I mean specifically assigned to this?

Mr. Irizawa: We have one key specialist in the sports fishery, in Ken Loftus' branch.

Hon. Mr. Bernier: If I may comment a little further on the Lake Nipissing situation, I took a personal interest in that particular matter following a visit from Mr. Joe Leslie, and went to North Bay and met with the local members in the area, and the member for—Mr. R. S. Smith, he is from—

Some hon. members: Nipissing.

Hon. Mr. Bernier: Nipissing, right; and the Chamber of Commerce and the various tourist operators along with our own staff people. We have established a committee, a very broad committee, in North Bay to examine the reports of the creel census which has been taken by our ministry over the last number of years, to try to come up with some acceptable solutions to the problem. There is some question of whether it exists. We of course advanced some restrictions on seasons, and the community responded negatively.

Mr. Stokes: Negatively.

Hon. Mr. Bernier: It is a big economic factor in North Bay, particularly in the spring. Rather than go down the trail of fighting the whole community, we thought we'd bring them together. It was a very active group and they have held, I think, one or two public hearings already. We are getting some input and they have given us some information on which we can make some decisions.

Mr. Leslie has always, of course, in the past number of years, solicited the support

of the members of the Legislature in his desire to prevent what he thinks is a deteriorating situation in Lake Nipissing by the imposition of size limits.

The biologists tell me that it creates some problems because if you put size limits on species right across Ontario you get different lakes which have different growth characteristics. You get male and female growth characteristics. Some lakes are more productive than others and the fish grow larger; in some of the lakes you get a stubby type of fish; and this does create problems. This is information in reach of me.

It is something we are looking at very closely, because we are aware of the situation, and of course, the influence on the recreational opportunities supplied by our fisheries programme and sports fisheries programme particularly.

As I said last year, I think in the estimates, this is where we are going to put our emphasis. I'd have to say that last year our emphasis was on forest regeneration, and now that we have that tucked away into a very good programme my personal emphasis will be on the fisheries end of it. You'll see some—

Mr. Stokes: We're just reversing it. I am going to get into that aspect on the next vote.

Hon. Mr. Bernier: Right.

Mr. Chairman: All right. Mr. Gaunt.

Mr. Gaunt: I had about three matters, Mr. Chairman, thank you.

I was interested in what Mr. Stokes said with respect to wildlife management. If I recall correctly, when the debate was on with respect to wolf bounty and at the point in time when it was dropped, it was a very controversial matter. It was a matter which divided members in all parties, I think, because it was viewed in different ways by different people. I can recall when the debate was on in the House that a lot of the members participated and I recall the member for Victoria-Haliburton making a very—

Mr. Stokes: Impassioned!

Mr. Gaunt: —impassioned speech and plea.

Hon. Mr. Bernier: A lengthy one.

Mr. Gaunt: I think the main emphasis of what he was saying was: "All right, I'll agree to dropping the wolf bounty if the ministry sees fit to funnel more funds into wildlife

management." I understand that one very important phase—

Mr. Stokes: Predator control.

Mr. Gaunt: —is predator control, that's right. And as far as the wildlife management side is concerned, a very important phase of that is the conservation officers and their role, and I understand that we have got a shortage all across the province and at the moment we can't hire any more people because we haven't got any more funds.

With respect to predator control, I am not sure whether there are more funds going into that particular field or whether the matter is being dealt with in much the same way as it has always been dealt with. I don't know. When will more funds be made available?

Mr. Stokes: Don't give them the opportunity to say: "In the fullness of time."

Mr. Gaunt: No, I am not going to.

Hon. Mr. Bernier: In due course.

Mr. Gaunt: No, no. Is it going to be the next fiscal year or is it going to be the fiscal year after that? I think we should have some precision in that respect. I would like to know what plans the ministry has for predator control. Are you undertaking any more research into predator control? Are you more active in the areas of predator control than you previously were? This is the sort of information I would like on that, because I think it is important.

The other matter has to do with the rabies programme, and I must say that I am not struck by the need for secrecy in this matter, because the London Free Press had an article on it, on the front page of its third section about a month ago, with a picture and a full description. I really don't think that it's wrong or improper to discuss that at this time, because it is public knowledge, at least to that extent.

As I understand it, this is sort of a bait programme where the animal comes up and chews or eats this particular chemical, and having done so, then there is a certain immunity built up, and presumably that will spread and eventually the animals will build up an immunity to rabies and hopefully the disease will be wiped out.

Huron, Perth, Bruce—those three counties as I understand it are the counties with the

highest rate of rabies anywhere in the province, and I don't know why that should be.

Mr. Stokes: I wonder if that is symbolic of something?

Mr. Gaunt: You mean that there is excessive wildlife in Huron and Bruce and Perth? I really don't know. I can't answer that.

Mr. Ferrier: Does that explain their voting habits maybe?

Mr. Gaunt: You should talk.

In any case, as I understand it, that is the situation. It's serious from the point of view of the farmers in the area, because there have been many incidents of livestock contacting this disease from wild animals; foxes mainly, some skunks I suppose.

It has been a real problem; and when the federal government attempted to cut off their rabies vaccination programmes in Huron county this year, there was a tremendous outcry, so much so that they decided to reverse their decision and have the clinics as they usually do.

What I really wanted to come to is that this is strictly an experimental programme; if it is seen to be effective presumably it will be applied across the province, and I am wondering what time frames you have. How long is it going to take you to determine whether in fact this programme will be successful?

If it is, how long do you think it will take you to institute the programme across the province; and, depending on the relative success of this, do you foresee any point in time when this disease will be fully under control? Those are the questions that I want to propose and then to move on to one other interest that I have.

As I recall it, and I can't recall just exactly when it was, it seems to me that somewhere along the line I read there was an aquatic study up in the Killarney Lake region with respect to marine life and what effect the pollution from Inco and so forth was having on the marine life in that part of the province. What results have been obtained so far from that study? As a matter of interest, I would just like to know.

As a footnote, we were talking previously about waste heat from thermal-nuclear plants and, of course, I have one in my riding, the Bruce generating plant. A tremendous amount of hot water is dumped into Lake Huron. My understanding is that it is very beneficial from

the standpoint of incubating these small fish. They grow very rapidly in the area immediately surrounding the—I can't think of the word, I've lost it—

Hon. Mr. Bernier: Discharge?

Mr. Gaunt: Discharge, yes. It would seem, or the preliminary studies at any rate would seem to point out the fact, that this is very helpful and in no way harmful to the fish, at least while they're small. Maybe it has another effect when they get larger, I don't know.

I hope you'll reconfirm our thoughts there, because we have felt right along that perhaps this would be a good thing for the fish life in that area. I hope we don't find out the reverse is the case. That's all I have to say, Mr. Chairman. Thanks very much.

Hon. Mr. Bernier: Mr. Chairman, if I may comment briefly, then I'll ask the experts within my ministry to elaborate in detail.

On the removal of the wolf bounty, if you will recall, we came up with a two-point programme. One was that we would pay compensation for wolf damage to livestock. That programme is in effect. It's working very effectively. In fact as I said earlier, from Apr. 1, 1973 to Oct. 26, 1973, just a few months past, we paid out about \$24,000 in claims.

Mr. Gaunt: From April to October?

Hon. Mr. Bernier: April to October, yes.

Just to give you an idea of the species that were involved; there were 460 sheep, 34 cattle, 5 pigs and three instances of fowl damage. That programme is in effect.

And then we've also increased our predator control programme, not only in the ministry but our training and our assistance to the farmers in helping them control the situation.

I'm not completely satisfied that we've reached the point where we can be satisfied with our predator control programme. I think more has to be done, and certainly our thrust will be in this direction. We do invite inquiries or requests for predator control officers to move in where there is severe damage being done.

Mr. Gaunt: How much more money are you spending in the predator control area, that is in excess of what went into the bounty fund?

Hon. Mr. Bernier: In excess of the—

Mr. Gaunt: What would be paid out of the bounty funds?

Hon. Mr. Bernier: I'm just told that we're putting out in excess of the bounty—

Mr. Gaunt: What you've paid out in bounty?

Hon. Mr. Bernier: What we've paid out in bounties in 1971-1972, was \$58,000, so we are putting in excess of that into a predator control programme; and that is coupled with the compensation programme. Hopefully we can get this increased where the demand is there.

I would have to say that with our new reorganization we are able to spread our services out on a much broader basis now, and while we still have areas where we do have problems, our thrust will be to these areas where the problem is the greatest.

I feel that we are on the right track really, and with the compensation programme and with the increased predator control programme we can hold the situation to a point that is satisfactory to all.

I will ask my staff to comment on the rabies question, but before doing that I will refer to the question raised about the aquatic studies that are going on in the Killarney Park area.

These are being undertaken primarily by the Ministry of the Environment. It is well into its third or fourth month now. I had the pleasure of going up to Sudbury with my colleague, the Hon. James Auld, to witness the first of an injection, you might say, or an application of lime into one of those lakes where the pH factor had dropped to a real low that would not support aquatic life. They pumped 25 tons of lime, into this particular lake hoping that this would bring the pH factor up to a level that would support aquatic life.

Mr. Haggerty: And neutralize the acidity in the lake. What is causing the acidity in the lake?

Hon. Mr. Bernier: This was very interesting, and the member for Sudbury and I discussed this yesterday in the estimates. The experts in the field have clearly stated that while it may be due to fallout from an industry, there are also indications that it comes from the geology within the area; because there are certain lakes side by side, and one will support aquatic life and the next one won't.

Mr. Haggerty: You are thinking of Wanapitei Lake, I think that's in these discussions.

Hon. Mr. Bernier: Oh no, not Wanapitei, we didn't touch Wanapitei. There are four separate lakes and they are working in the downstream area from the big stacks we refer to all the time, so they are right in the area where the industrial fallout could be the highest; and they are, of course, moving around.

Mr. Haggerty: Is there not a study on Lake Nipissing too?

Hon. Mr. Bernier: Yes, that's a separate study.

Mr. Haggerty: That is caused by wind fallout too, from certain industrial—

Hon. Mr. Bernier: It could well be, I am not aware of it.

Mr. Haggerty: You are not aware of that, you haven't got anything on it at all?

Hon. Mr. Bernier: This is a study of the committee I mentioned earlier, that was being established and working well.

But it is going to be interesting to see the results of those experiments. I was really elated to see the enthusiasm of the young biologists who were actively involved in that programme. They were just grappling with the situation and putting their every effort to it. Really it was exciting to see, and I know the member for Sudbury East (Mr. Martel) was there and he was very impressed, as were the rest of us.

Mr. Haggerty: You didn't have a ribbon cutting though, did you?

Hon. Mr. Bernier: No, we had a lime dumping ceremony.

Mr. Gaunt: Ribbon cutting for lime injections.

Hon. Mr. Bernier: And a water drinking ceremony.

The results of these studies will come in due course and we will be working very closely with the Minister of the Environment (Mr. Auld) on that.

I would like to ask Mr. Irizawa to comment on the rabies point.

Mr. Irizawa: I think with respect to the wildlife management programme we are eternally hopeful that we can always get a few more bucks to do a little bit more, and—

Mr. Haggerty: What type of bugs are you talking about?

Mr. Irizawa: Bucks!

Mr. Haggerty: Oh, I thought you said bugs.

Mr. Irizawa: Now, on rabies, I was being a little coy because I understood there was a patent process in the mill, but maybe Mr. Roseborough can give you a little more detail on that programme. I realize too it was in John Powers column, for instance, in the Star the other day.

Mr. J. D. Roseborough (Director, Fish and Wildlife Research Branch): We have had a programme for some years on rabies, measuring the amount of rabies in Ontario, and during the last three years a small amount of money has been placed into the research branch to study the incidence of rabies and a means of control. Our scientists have developed a bait which has been used in the Huron-Grey-Bruce area.

The bait is a material that will take a vaccine, eventually, once the vaccine is suitable for use. Our scientists, as I said, are measuring the incidence of rabies. In other words, in the bait there is a drug which marks the animals—the foxes, skunks and raccoons—and once we have obtained them from the trappers we examine the animals and we can determine in that population in those counties or townships that we are working in; how many animals have eaten bait; how many animals would be vaccinated if we have vaccine in the bait; how many animals are rabid in the normal population.

You asked some very difficult questions, Mr. Gaunt, because it is hard to say how long a research programme will go on. We have it projected for the next two years. At this stage of the game we know we are successful in the programme and it is successfully going ahead for the next two years. How effective it is will be determined during the programme itself.

So far, it looks very effective, because we've been successful in marking a lot of animals. A high incidence of trapped animals are showing up with the marks in their teeth.

How successful it will be is also another unknown. However, we have recently added something like \$50,000 to the project itself, from something in the order of \$17,000, so I think on the basis of this we appear to have a good programme.

Instead of going to Europe, as has been done in examining waste heat, we have

people from Europe coming to Ontario to look at our programme in terms of its potential usefulness in Europe, and in this respect I think we are well ahead of the game!

Mr. Gaunt: An interesting point is that initially I was led to believe—or I certainly got the impression and I think it was generally recognized—that the largest single carrier of rabies was the fox, and presumably as the fox population declined the incidence of rabies would also decline. But that hasn't happened, has it.

Mr. Haggerty: Nobody is counting them.

Mr. Gaunt: It's remained relatively high, even though the fox population in those areas has diminished dramatically, I think. I hardly ever see a fox any more and I used to see them all the time. There must be an equally effective carrier in the skunk and other wild animals.

Mr. Roseborough: Skunk and racoon, but primarily the fox.

Mr. Gaunt: So that even though the fox population has dropped off the incidence of rabies has not? How do you explain that the disease is still being carried and it's being carried just as effectively, really, by these other wild animals?

Mr. Roseborough: As long as you have vectors of a disease, you are going to have the disease; and as long as those vectors, those animals, exist, you are going to continue to have it.

We have a high incidence of rabies in Ontario, perhaps the highest in Canada, and the only practical method to approach it as far as we could see was moving toward a vaccination of the animal rather than attempted extermination of the animal. In Europe they have attempted extermination and they failed.

Mr. Gaunt: I wish you every success with your programme. I remember a few years ago I had a discussion with the Minister of Agriculture and Food (Mr. Stewart) about this and I felt that it should be possible to completely eradicate the disease, and he didn't feel that way. I'd like to see you eradicate it if for no other reason than to prove that once in a while the Minister of Agriculture and Food can be wrong and I can be right.

Mr. Wiseman: Just on that, Mr. Gaunt mentioned three chemicals that they were trying as bait to inoculate the animals. Is

that done over the whole province, or just in the three counties he mentioned?

Mr. Roseborough: Just in a few townships in those counties. In other words we restrict our activities so that we can measure. Because what we are really interested in doing is measuring the incidence before and the effect after. Something like polio vaccine; you measure the incidence of polio on your human population before and after vaccination.

Mr. Chairman: Mr. Ferrier.

Mr. Ferrier: Thank you, Mr. Chairman. There is one subject that I want to discuss briefly and that is the whole programme of hunter safety.

Up to this year it appeared that training people before they could get their gun licences and the like was paying off in terms of the number of hunters killed. But I know up in my own riding, even though the season has not been open that long, there have been at least three hunters killed this year. As I looked at the statistics in the manual, I think there were only five in the whole province last year.

I don't know what is happening this year, whether we are getting a bunch of irresponsible hunters who are shooting at sounds and this type of thing, or what is going wrong. But it is a subject of concern up in my area.

I don't know whether there is anything you can do about it or not, but it is a pretty alarming situation because of the number of hunters who are out there. Somebody is taking a shot at them, and it is a pretty sad way to end up a hunting vacation to have that kind of thing go on.

I think in some instances charges are being laid. What kind of provision is this under? Is this under the Criminal Code or the Game and Fish Act? How are charges laid? What is the basis of this? Is there any charge for just careless hunting?

Hon. Mr. Bernier: Maybe I can answer that, and I'll ask Mr. Irizawa to deal with the legal aspect of it.

Our hunter safety programme is something that we are, I think, quite proud of. It was established back in 1957 and it was a major thrust forward, particularly in educating those people who had not had experience in handling a firearm. We are very strict on it. The proper tests must be taken, and they must have X number of hours of classroom instruction. Of course they get practical

instruction too. But in 1972 we had 1,373 instructors who instructed and graduated 18,235 students, bringing the overall total to 207,815.

Last year we had 70 non-fatal accidents, and, as you point out, five fatal accidents, for a total of 75 accidents. But this was out of a total in excess of half a million hunters right across northern Ontario.

I suppose you can pass all the laws in the world and put down regulations and a number of other things, but you just can't legislate against carelessness—sometimes even stupidity, really.

Mr. Ferrier: What provision does the non-resident have to have before he can get a hunting licence?

Hon. Mr. Bernier: We ask them to show identification or, if they have it, proof of a previous licence.

Mr. Stokes: All they have to show is a driver's licence isn't it? Proof of age?

Hon. Mr. Bernier: Proof of a previous licence. If they have held a licence in another state when they are entitled to hunt. If not, what is the procedure then?

Mr. Irizawa: The usual example I think, Mr. Ferrier, is if they cannot produce evidence of previous hunting experience in the form of a licence from their own jurisdiction then, I know in locations where I have been, some of our staff have conducted on-the-spot hunter safety examinations at a cost of \$3 per person, which entitled them to then go out; or if they had forgotten their licences say.

Mr. Ferrier: Oh, I see.

Mr. Irizawa: Now, in answer to a previous question, there is a section in the Game and Fish Act related to careless hunting, which I believe is the usual one if carelessness is involved. I dare say in some of those cases, despite the fact that no one likes to see a fatal accident, maybe proven carelessness is another matter again; and I think our officers would go on the advice of a Crown attorney in those cases.

Mr. Ferrier: Do you think that maybe in your publicity programme—you do have spots on radio and TV from time to time—that you might emphasize, or maybe you do emphasize, that there is a possibility of conviction for careless hunting? They should stress safety and that hunters not be so darned careless when they are out.

Hon. Mr. Bernier: We are getting assistance also from the private sector. You would be interested to know that Doran Breweries is promoting that very delightful brew, Northern Ale, and its radio ads always stress hunters' safety. So, from that sector, we are also getting assistance.

Mr. Ferrier: Well, that's something else. There are game clubs.

Hon. Mr. Bernier: Yes, fish and game clubs are working very closely.

Mr. Ferrier: I just want to bring that up as a concern. The other situation that I want to bring up concerns the moose population in the north. There are two reasons why I bring this up. There is a gentleman from Horne-payne who wrote to my leader about it. He has been a moose guide for years, and he expresses a great concern. Among the things that he said is this:

Our moose population has been reduced at such a drastic rate, especially in the past five years, that it's going to take at least seven years to build it anywhere near back to normality by closing the season.

The moose season will open Sept. 22 south and west of here, and on Oct. 6 from these points north. The opening to the south of us is the first time we have heard of the season opening first in the south.

Now, he feels that there is no place for a moose to hide, apparently—that they are being overhunted and overkilled—and it's only in very isolated areas that they have any chance for survival.

The second reason why I bring this up is that I was talking to one of your senior officials up in the Cochrane area. Apparently there may be some concern there as to the size of the moose population. He says that there were some surveys or studies under way; and reading between the lines he deemed to indicate that the moose population was being stripped.

I'm just wondering how careful your officials are in those two regions about examining or tabulating the size of the moose population. Are they in decline and are they in jeopardy of being very seriously set back? If this is the case, then what steps are you proposing to try to preserve the moose population and all the benefits that go with it as far as hunting and that kind of thing are concerned?

Hon. Mr. Bernier: If I may comment in a more general way—and I'll ask Mr. Irizawa to give it in detail.

We do an inventory every year, and the

results of that inventory indicate we have not reduced our overall population in the last 10 years. Certainly, there are certain areas where we have a saturation of hunters—particularly close to the urban areas. I think that Thunder Bay is one area where we have a problem. But, in the remote areas and more inaccessible areas, the moose are there.

Following this, we have undertaken each year at the NOTOA convention to set up some period during that convention to discuss, and to get close to the industry itself with regard to the moose question. It is part of our moose management programme. I think it's fair to say in some areas it may well be that we will have to restrict the number of hunters in a specific area because of the lack of resource in that particular area and the numbers of hunters going in there. Certainly in the overall picture across northern Ontario, the indications are that the moose herd is being maintained.

Mr. Ferrier: Have you got any figures as far as the two areas are concerned that I have mentioned, around the Hornepayne area and the Cochrane district? Have you any figure as to what the size of the moose herds are? Are they up to normal, are they below normal or just what condition are they in?

Mr. Irizawa: As far as your local areas are concerned, I can ask Mr. Johnston, the director of the wildlife branch, to supply you the figures, Mr. Ferrier. In general, in a couple of the areas I am familiar with and in one that Mr. Stokes is too—the Black Sturgeon Road is a very popular moose hunting area—I think over the last five to 10 years, the harvest of moose has been relatively consistent. You have to watch for a little trap here because, let's just say hypothetically, there are 100 moose more or less taken every year. If 300 hunters have taken them, you arrive at a success figure of 33½ per cent. If something else happens and you get 500 hunters and even if they take the same 100 moose, bingo! your success rate goes down to 20 per cent, and everyone gets all alarmed.

That's one thing. Another thing we know is that in the Red Lake Road area, in the Kenora district, another popular moose hunting area, by and large, the harvest of moose has remained constant, regardless of the numbers of hunters. Areas that you would think have been "shot out" have been repopulated again by next fall from the more inaccessible areas just behind, because characteristically moose hunters don't go too far off the beaten path, whether it be road or waterway.

Mr. Ferrier: Do you set the seasons in terms of the results of your surveys of the population there? If it appears to be going down will you shorten it and if there appears to be a real abundance are you prepared to lengthen it out somewhat?

Mr. Irizawa: Yes, I think you saw evidence of this in the past. You will remember the season used to go to Jan. 8. It was cut back to Dec. 15, for example. I think we are prepared for that and this is an option.

Mr. Ferrier: Mr. Johnston will send me the figures?

Mr. Irizawa: Yes, or he will be in touch with you, I think, sir. Those are the Cochrane and the Hornepayne areas.

Mr. Ferrier: Yes.

Hon. Mr. Bernier: There is a little lake north of Kenora, Mr. Ferrier, you might be interested in. I had the pleasure of spending two days up there at the start of the season and saw seven moose but never fired a shot.

Mr. Ferrier: Are you becoming a conservationist now?

Hon. Mr. Bernier: I was just not fast enough to pull the trigger.

Mr. Irizawa: An inventory count.

Mr. Chairman: Mr. Wiseman.

Mr. Wiseman: Yes, while you have some of the experts here, I have been told in some of the lakes around our area that the fish clubs have been taking out the ling in the last few years. Now some of them feel that the ling have helped to eat some of the algae and I don't know what all else out of these lakes in some way or another. Is there any truth to this or is it still a good practice to take the ling out because they eat the game fish.

Mr. Loftus: That's a new one.

Mr. Wiseman: There was an article in our local paper that said this, that maybe they shouldn't have taken these ling.

Mr. Loftus: The ling is a legitimate fish for the taking and should be enjoyed. It is not bad-tasting. I think the food habits of ling run pretty close to the food habits of lake trout. I would be very much surprised if they had any impact on algae growth at all.

Mr. Wiseman: Isn't it true that the ling eat the game fish, and that this is what they live

on a lot of the time? This was what I was always told as a boy and this is why I think some of these people took them out. I know at the back of our farm they have a place where they take them out when they are running in the spring. They used to take them out in truckloads, thinking they were doing the right thing. Would you say this is the right thing to do, to get rid of the ling in the lakes?

Mr. Loftus: In my opinion, not necessarily. I wouldn't think it was a good idea to try to get rid of them. I think that they are a normal and natural component of the whole fish community in, for example, a trout lake. That doesn't mean that a ling never eats a lake trout or the lake trout never eats a ling, but certainly the ling does not feed on game fish per se. Its food habits are very much like those of lake trout, so it's a cross-section of small fish.

Mr. Irizawa: I think, Mr. Wiseman, you might be interested to know that in Rainy Lake a year ago last February or so there was a trap-netting experiment specifically for ling. These fish were cleaned up and filleted and put in the proper supermarket containers, and they were given to the stores. The catch was they were given out to customers free with a questionnaire, and you'd be surprised at some of the returns that came in. They were asked to judge the texture and the flavour and how they cooked it and so on. The overall result was very favourable.

Mr. Stokes: They are considered a delicacy.

Hon. Mr. Bernier: Not for me.

Mr. Stokes: The liver is breaded and fried in butter and it's just exquisite.

Hon. Mr. Bernier: I'll stick to lake trout and walleyes.

Mr. Foulds: No gastronomic taste, Mr. Minister?

Mr. Chairman: Have you another question?

Mr. Wiseman: Yes. I wonder, under this vote of fish and wildlife, could you give us some idea of how much we take in in licences?

Hon. Mr. Bernier: Do you want them all?

Mr. Wiseman: No, no, I just wondered if we had a total amount of revenue under fish and wildlife. What I was getting at is, that \$10,125,000, in my estimation, doesn't seem very much for these fellows to work

with and I am sure you will agree. So many are saying, "We pay it in licences, where the dickens does it go?" Is it going back into the fish and wildlife or is it being gobbled up in some other department within the ministry?

Mr. Stokes: There was over \$9 million in 1971-1972.

Hon. Mr. Bernier: Yes.

Mr. Wiseman: How much?

Hon. Mr. Bernier: Close to \$10 million last year.

Mr. Stokes: Over \$9 million. Licences, royalties and sundry, \$9,494,000.

Mr. Irizawa: I think in round figures you can say \$10 million, sir, with the commercial fish and patent licences thrown in. It's another vote, I realize, but with those combined it's about \$10 million in round figures.

Mr. Wiseman: So it pretty well carries itself then. We are really not subsidizing it. What I was getting at is, in Industry and Tourism they are advertising to bring people into Canada and into Ontario to fish and what have you. We have, in the next vote above it, \$21 million to bring people into our parks. Granted, some of them come in just to have a holiday and they don't fish or hunt. Then our cottage owners are advertising, "Come out and fish, we have good fishing." Moose hunters and what have you are saying, "Come and get your moose," and the deer hunters too. Are we selling ourselves short on \$10 million? I know we have been yakking this afternoon, but I think these fellows would agree that we should have maybe double that, if we are going to spend \$21 million in parks—

Mr. Haggerty: You are suggesting an increase in the licence, is that it?

Mr. Wiseman: No, no, I am saying we should find some more money somewhere in—

Mr. Haggerty: I thought for a minute you were going to say increase the licence for hunting of deer and birds.

Mr. Wiseman: Well, I am sure if they thought they were going to get more restocking and everything, probably they'd agree to that.

Mr. Foulds: If it came from the minister's salary.

Mr. O. F. Villeneuve (Glengarry): They increased the licence a few years ago on the

understanding that they'd use it for restocking.

Mr. Wiseman: But we subsidize recreation over and above that. Someone was asking over here, and I think we are only carrying about half of it there and the rest was being subsidized. I think we should subsidize this a bit too and get some more money in there. As a hunter and a person interested in that, I think we should.

Hon. Mr. Bernier: I'll express your views to the Treasurer (Mr. White) and Chairman of the Management Board of Cabinet (Mr. Winkler).

Mr. Wiseman: Yes. I am sure Mr. Stokes and others would agree too.

Hon. Mr. Bernier: Agreed?

Mr. Stokes: That is what we have been saying all along.

Mr. Foulds: You just lost your chance for a cabinet post.

Mr. Chairman: Mr. Stokes.

Mr. Stokes: Yes. I want to react to something that the minister and Mr. Irizawa said concerning moose populations. It could well be true that with the pressure around urban centres you do drive the moose population back to areas which are less accessible and if you want the kind of success that everybody would hope for you would have to get a little bit farther back off the beaten track.

I'm interested in a comment made by Otto Olsen who is a constituent of the minister's and president of NOTOA.

Hon. Mr. Bernier: He is also a member of my advisory committee.

Mr. Stokes: He's a member of your advisory committee and he said, and I quote—

Mr. J. Riddell (Huron): Does he support you politically?

Hon. Mr. Bernier: He sure does.

Mr. Ferrier: He is in your riding association, too?

Hon. Mr. Bernier: Yes, he is.

Mr. Stokes: He says—

Mr. Ferrier: Can one of your riding association be on your advisory committee?

Mr. Stokes: He says:

I understand that moose hunters have not been too successful at this early date supposedly due to the leaves on the trees, but I believe the lack of success is due to the short supply of game. We cannot expect to continue to shoot hundreds of moose every year from September until December and not have a reduction in the herd. I believe it is long past time to shorten the game seasons to a more realistic period of about 30 days while there are still some left for seed. Or close hunting for a period of a few years to try to increase the game in those areas where there are very few animals left. I wonder if Ontario should start a draw for a hunting licence—

Mr. Wiseman: No, not that.

Mr. Stokes: He goes on:

—as is now done in Saskatchewan and may soon be done in British Columbia. It is something that should be considered—

Mr. Haggerty: No way.

Mr. Stokes: To continue:

—by those who do not want to see our wildlife all shot off and I'm sure a good many of our citizens do not want this to happen, particularly those who presently take more than their limit. Think about it.

There is a member of the minister's advisory committee, who is the president of the Northern Ontario Tourist Operators. He's not at all persuaded by the comments of the minister that there are just as many moose as there ever was. It's just that they're scattered around a wider area or they have taken refuge in less accessible parts.

Mr. Haggerty: Let's put a band on them.

Mr. Stokes: I'm not a big game hunter.

Mr. Haggerty: Especially if they're that short.

Mr. Stokes: I have never gone out hunting for deer or moose in my life. Frankly, I don't believe in it. I consider it to be a form of recreation for those who would like to follow those pursuits.

I think that the minister and his people who are conducting their aerial surveys in areas where there is sufficient moose habitat, should be much more open-handed with the public in publishing these surveys so that they will have something tangible to show the hunting population that these figures you talk about from year to year are supportable by actual fact. I've seen the results of some aerial

surveys. I've actually seen some of your activities on film, when you use fixed-wing aircraft and helicopters for tagging and things of this nature. But you're going to have to go a long way to prove to people, whether they be individual hunters or whether they be tourist camp operators or whether they be a member of the minister's advisory committee, that the kind of statements you are making are supportable by facts. I don't think you've done this. I don't think there's any doubt in anybody's mind that the moose herd is diminishing because you've got a lot more hunters in the field than you had a few years ago and their success rates are up particularly among Americans who are much more serious about their hunting patterns. They come up for longer periods of time. A good many of them are much better equipped than—

Mr. Haggerty: They usually have an aeroplane to go around spotting them.

Mr. Stokes: —resident hunters and they're much more serious, much more dedicated, and their success ratio is much higher than residents' because of those facts.

The concern that people express about the diminishing moose population, I think, is generally well founded. I think that you should think very seriously of restricting the hunting season in selective areas; and, in fact, cutting it off altogether for a period of one to two years. I think that if you did that you would at least demonstrate to the public that there is a concern on the part of the ministry and that you are doing something tangible about it.

Now, I want to get to something much more specific—and I am sorry I left material up in my office. But I have had a stack about that high of letters from individuals along the north shore of Lake Superior and in particular in the city of Thunder Bay. They were most incensed about the method used by some air carriers and those who were undertaking fly-in hunting parties, particularly in the Black Bay peninsula and the St. Ignace Island debacle that we had a year ago. And as a result of the activities of one particular air carrier, I think that it did move the fish and wildlife branch to cutting off that particular area this year to residents only.

Hon. Mr. Bernier: To residents only, right.

Mr. Stokes: And I am sure that it was appreciated by all concerned; but they feel that this may be just a stop-gap measure. They have banded themselves into a group called

"Action for North of Superior." The immediate goals of the committee are to stop the use of helicopters in hunting moose as was done on St. Ignace Island in the fall of 1972.

What they are saying is that they are convinced that that particular operator was using helicopters for spotting purposes. He would drop the party down to be reasonably close to these moose. And I have done quite a bit of investigating and I haven't been able to come up with any real, tangible, air-tight evidence that it was in fact the case.

I have heard a lot of reports from people who said they saw this kind of operation; but when I asked them for something in writing it wasn't forthcoming. Now, whether or not it was just their natural reluctance to stand up and be counted on an issue like this, or whether they weren't able to support these allegations, one can only speculate.

It's quite obvious that a moose just doesn't have a chance if you are going to use this kind of operation for spotting moose and then dropping your party down reasonably close to it. I don't think that you are going to be able to maintain the population anywhere close to what it is even at the present time, if you are going to allow that to go on.

I don't think that this is much of an imposition on air carriers and tourist operators.

This was a specific party from Detroit. The whole operation was geared to cater to a specific few coming in from the Detroit area. They were flown to the Black Bay peninsula and to St. Ignace Island. They were almost guaranteed that they would get a moose and the population of moose that we have in the province at this time just won't support that kind of pressure. I think you should make it quite clear that the use of helicopters, even for transporting these people—

Mr. Haggerty: Or any aircraft.

Mr. Stokes: Yes. You might say you have no control over it, that it's a federal problem. But you are responsible for the protection of all species of fish and wildlife and I think that there is ample opportunity for everybody, whether they be resident or non-resident, or whether they just have enough money to go out and spend a week or even a few days doing their thing, I think you are giving a decided advantage to somebody who can afford this type of operation. It may be one-tenth of one per cent of the population who would be in a position to hire the facilities this operator has to offer, and I think you are giving them unfair advantage and I think you should give very serious consideration to ban-

ning the use of helicopters, either for transporting the hunter—

Mr. Irizawa: It's not our baby.

Mr. Stokes: I think it is because you can say—you know, Mr. Irizawa is mumbling under his breath that it's not your baby. All right, you can say—and read your Game and Fish Act—you can say that you can't shoot from a moving vehicle whether it be an automobile, whether it be a boat, whether it be a snowmobile, or whether it be an all-terrain vehicle, you have that right in your Act. And I think that you can say the same thing with regard to helicopters. It may be—

Hon. Mr. Bernier: There are better ways of doing it than that, and I think the method that we used this year worked very, very well.

Mr. Haggerty: What is the method you used?

Hon. Mr. Bernier: We altered the hunting areas. We cut out an area—

Mr. Stokes: They closed the areas.

Hon. Mr. Bernier: —from non-resident hunters which forced that particular operator to go into an area at some distance. This made it very, very expensive and consequently it wasn't in operation this year. It didn't exist, because nobody would pay that price to go back further where the non-residents were allowed.

Mr. Haggerty: When you talk about non-residents—non-area residents?

Hon. Mr. Bernier: Right.

Mr. Haggerty: Non-area residents or non-residents?

Hon. Mr. Bernier: Non-residents. Residents wouldn't pay for it.

It's a problem, but I mean I don't know how you'd really control it; we can't get into controlling the movement of aircraft and what they are used for.

Mr. Stokes: Except that if—

Hon. Mr. Bernier: If they're going from A to B, if they fly over the tops of the trees, that's their business really. We don't know what they are doing. We can't stop the movement. This is the whole problem.

Mr. Stokes: I don't think that the problem would have surfaced to the extent that it has if you had more conservation officers. Because during the week or 10-day period when

these parties were in from Detroit there were people who are genuine conservationists fishing on the offshore islands. You had aircraft, and you had a motor launch, and all the time that this operation was going on, your motor launch never left the dock at Rossport—this was operating out of Rossport.

Now, some of your conservation officers might say that was used as a decoy—that as long as the motor launch was sitting there the hunters felt that they had sort of carte blanche to do as they wanted—and they were using aircraft to maintain surveillance. That may or may not be the case, but a lot of the things that were brought to my attention by residents who were hunting that particular area in competition with the non-resident hunters, told me that there was just a steady ferrying of hunters over to the island by helicopter which brought the carcasses back to the mainland. Now, it may be exaggerated. You have to take all of these reports with a grain of salt, but these people were really incensed.

As I say, they do really appreciate the fact that you have closed that area. It is the method of getting people in and the harvesting of moose that are open to question. I think that you should give serious consideration to it. That's all I am going to say on it.

The minister didn't say anything about my previous question. That was about the modus operandi of biologists. I asked why does it take five years to study a particular fishery and come up with a lot of maybes or a lot of probabilities or a lot of perhaps or something like that. I think that it is not as imprecise as all that. Biologists know what they are about; they know what they are looking for. I think that they have reached a sufficient degree of sophistication that they should come up with some recommendations that will go at least some way toward solving the problem. You are not off the hook. I want you to answer that.

Hon. Mr. Bernier: I think I have said on a number of occasions, Mr. Stokes, that arguing with biologists is like arguing with your family doctor, you just never win. Maybe Mr. Irizawa would have some answers.

Mr. Irizawa: I have argued with Mr. Stokes about this too. As I mentioned before to you, it takes a little special breed. It is a little more difficult because the things that the biologists work with don't necessarily stand still. They are not that easily susceptible to measuring, like trees, for example. I don't want to get into trouble with the foresters now, but when something is invisible under

water or the only evidence of them is the tracks or something like that, it makes it just a little bit more difficult.

Mr. Herridge: If I may, Mr. Chairman, as a non-biologist—

Mr. Stokes: Go ahead. I will respond to all of these at once.

Mr. Herridge: —but as a person who has worked with them, I think there is one characteristic of their work that is unique by comparison with other professions or disciplines within the ministry—that is, they are dealing with a large public, the angling and hunting public, who by reason of angling or hunting for a shorter or longer term of time assume a certain degree of competence, experience or expertise that gives them the feeling of being able to challenge the professionals and the technical people in the field, whereas foresters or geologists or similar professions in the ministry don't have to contend with this type of public. In other words, anybody who has ever fished or hunted is an expert, to put it rather bluntly.

Mr. J. F. Foulds (Port Arthur): By the same reasoning, anyone who has chopped down a Christmas tree is an expert forester.

Mr. Herridge: No, I don't think that is necessarily so, Mr. Foulds.

Mr. Foulds: I don't either, but if you use the same analogy—

Mr. Herridge: The distinction I am trying to make is that the biologists have to contend, in effect, with instant experts, that is, anyone who has ever carried a bamboo pole or a .22 and shot groundhogs.

The difference again, that Mr. Irizawa pointed out, is the elusiveness of the resource that is being attempted to be managed. It is another characteristic difference as between forestry and geology, let us say, and fish and wildlife.

Dealing with the biological community is an extremely complex thing. Thus time is of the essence in trying to understand the complexities. Again the complexities of the resource or environment that is being studied necessarily mean that the solutions are going to be complex as well. There is no simple answer to a complex problem.

Mr. Stokes: Okay, let's assume that it is a very complex problem and that ordinary mortals such as I and maybe even the minister just don't comprehend the magnitude or the complexity of the problems, but it doesn't

forgive the biologists from coming up with some kind of recommendations to maintain the resource at a reasonable level while you do all your underwater analysis and come to grips with the problem.

I have looked at three particular fisheries. One of them is Lake Superior; one of them is Lake Nipigon and the other one is Lake Nipissing. While biologists sit on their proverbial, wringing their hands about the source of the problem, you do nothing about making recommendations, interim recommendations, about giving nature an assist while you solve the problem.

Mr. Herridge: I am not really sure that that can be said with respect, certainly to Lake Superior, Mr. Stokes. Going back to the early 1950s when the effect of the sea lamprey was indicated in the decline of the lake trout fishery, there were biologists, both federal and provincial, who moved in and got into a programme of sea lamprey control and monitoring the catch as it, in effect, went out of existence.

The lamprey control programme has, to a considerable extent, exercised sufficient control over the lamprey population that, when accompanied by a lake trout planting programme, you now have a commercial fishery, certainly in the east end of Superior, which is starting to recover. Mind you, it is still under quota and under control but in fairness to the professionals, they made recommendations; they got the support of a joint federal-provincial programme for lamprey control. A good deal of the output from our hatcheries with respect to lake trout has gone into Superior and is starting to show up in the commercial fishery.

As far as Nipigon goes you, perhaps, are as competent to talk about Nipigon as almost anyone but you have identified that it is a very complex thing in terms of the effect of river driving over a long period of time, and the extent to which this not only covers the spawning but whether or not there is some chemical reaction with the bark and the extent to which this may have a detrimental effect on the water quality; the effect of water fluctuations through Hydro's efforts, the diversion and the silt, all of these things. To suggest that—and I am not denying it—we may not have studied the thing—

Mr. Stokes: You have been for five years.

Mr. Herridge: Yes, I know, I agree. But whether or not we study it for another 10 years it is extremely unlikely that anybody is going to come up with a push-button

answer that will restore it to the state it was, say, 25 years ago.

Mr. Stokes: Can I give you one suggestion? The minister said, "This year we are planting trees. Next year we are going to build hatcheries to increase our capability to plant fish," to give nature a helping hand while you sit down with these very complex problems. Do we have a commitment from the minister that your hatchery capabilities will be increased so that you can get to some of these troubled areas; so that you will give nature a helping hand by restocking these areas? Lake Nipigon was one of the most productive fisheries in Ontario until recent years and nothing is happening at all.

We are going to have a meeting early in the new year, hopefully, when we can have everybody from this ministry, from Ontario Hydro, from Environment and all of the other people out in the private sector, to sit down to see if we can't come up with some solutions to enhance the viability of that fishery. Hopefully we will get a little bit closer to the truth and maybe, just maybe, we will be able to come up with something to assist the biologists.

I am not denying it is a very complex problem but in the meantime we don't sit on our hands and anguish about the problem and acknowledge that it does exist. Surely we can do something on an interim basis while we come up with solutions to these very complex problems. That's all I am asking.

Hon. Mr. Bernier: I think I have said before that our thrust next year—and we are working on that budget right now—is to expand the Dorion fish hatchery and our role is to double the output of that hatchery. The situation in the Great Lakes is shifting a little bit; if that shift continues it may well be that we will be able to take those lake trout fingerlings that were normally put in the Great Lakes and put them into our inland lakes. That will, as you say, assist nature until we get the complexity of the problem uncovered and have some further solutions.

Mr. Stokes: Mr. Irizawa will be happy to know I am finished with fish and wildlife.

Mr. Chairman: Item 3 carried?

Mr. Foulds: Mr. Chairman—

Mr. Wiseman: Could I just ask one question? Do you have people at checking stations for moose so that you know how many

moose are killed in an area, and maybe take parts of them as you do with deer?

Mr. Irizawa: Yes, we have a number of stations scattered—and again, I am just speaking of areas in the province I am more recently familiar with—Jones Road in Kenora, Red Lake Road or Highway 105, Black Sturgeon Road, Pigeon River, Spruce River Road, the Shabotik unit near White River, the Englehart unit; there are a number of them.

Mr. Wiseman: So we have a real good idea how many moose are killed.

Mr. Irizawa: Yes.

Mr. Chairman: Item 3 carried?

Mr. Foulds: No, Mr. Chairman, there is a question I would like to ask. I understand that the Port Arthur hatchery was closed down in 1971 but you still retain ownership to it, is that correct?

Hon. Mr. Bernier: I am told we do, yes.

Mr. Foulds: At one point, I believe, even in late 1971, you were still holding on to it, dependent upon whether or not the Dorion hatchery could develop the necessary potential to do the work that was necessary there. Is there any thought given to reactivating the Port Arthur hatchery in the immediate future?

Hon. Mr. Bernier: No, the thrust is to enlarge the one at Dorion, because it is much more economical to have all our eggs in one basket, so to speak, or all our fish eggs in one basket.

Mr. Foulds: Literally as well as figuratively, put all your eggs in one water trough.

Hon. Mr. Bernier: All our fish eggs in one pond.

Mr. Irizawa: In addition, the facilities at the Port Arthur one, as you know, Mr. Foulds, are pretty limited.

Mr. Foulds: Yes, yes.

Mr. Irizawa: We weren't getting our bucks out of there. We did buy additional property at Dorion on another water system, as you may know, with the substation there and so forth, so I think we will eventually have a complex at Dorion that will more than compensate for Port Arthur.

Mr. Foulds: What about the one in Port Arthur?

Mr. Irizawa: It is closed now.

Mr. Foulds: It is closed, I know, but have you any ideas for the use of the property?

Mr. Irizawa: I am not sure. I understood maybe the town owned part of that.

Mr. Foulds: There was some dependency between the dam and the hatchery, and the corporation of course owned the dam.

Mr. Irizawa: My understanding is that we were leasing that place.

Mr. Foulds: You were leasing it.

Mr. Irizawa: This is my understanding of it.

Hon. Mr. Bernier: We even improved the road into the Dorion fish hatchery considerably.

Mr. Foulds: Yes, I know.

Mr. Irizawa: Mr. Ringham might clarify that for you though.

Mr. Chairman: Vote 2103 carried?

Mr. Stokes: One final thing.

Mr. Foulds: One final final question.

Mr. Stokes: Yes, it has nothing to do with biology.

Mr. Haggerty: Has it anything to do with this vote?

Mr. Stokes: Yes, it does.

Mr. Foulds: The member is always on the item.

Mr. Stokes: Are you making any progress with the concerns expressed by most people in Kenora and Rainy River about the fly-in operations? I am not going to spend a lot of time talking about fly-in tourism, and I am not going to spend a lot of time talking about the hassles that we have had about whose jurisdiction it is in. The minister is aware that there is a great deal of concern. Mr. Anderson, president of the Northwestern Ontario Associated Chambers of Commerce, and Mr. Tibbets, who is the honorary secretary, have spent a considerable time in trying to impress upon both levels of government that this is still a problem. All I am asking is, where is it at?

Hon. Mr. Bernier: I don't think we are making any headway with the federal government in our desire to have them assist us with this problem. For certain reasons, I under-

stand, they are fearful of reciprocal action with regard to air routes, and they are not anxious to enforce their section of it. We have an extra \$15,000, or \$20,000, this year, over and above our regular expenditure, for aircraft surveillance in that part of northwestern Ontario. We are increasing it. Bob McGillivray, I believe, is our expert in that particular field.

Mr. Stokes: Is it reflected in convictions?

Hon. Mr. Bernier: I haven't seen the figures, but I haven't heard any public outcry as I did before. Now, I am just relating that we must be doing some very effective work. Do you have any—

Mr. Irizawa: No, we haven't any up-to-the-minute information to provide you with. But as far as I know we are in almost weekly contact with people from that region and we haven't heard there has been a bad scene or anything.

Hon. Mr. Bernier: I contacted the federal authorities and asked them to place an RCMP aircraft at Dryden. They have one now that services the area between Winnipeg and Wawa. That's the only border patrol they have. I wrote the local member, Mr. Penner. I contacted the federal authorities and asked for their support. They turned us down flat.

I still feel that if the RCMP had a high visibility in that part of northwestern Ontario it would help tremendously. It would assist us in our work; I think it would. I am going to keep trying.

Mr. Stokes: Good.

Mr. Chairman: Vote 2103 carried?

Vote 2163 agreed to.

On vote 2104:

Mr. Chairman: The minister has indicated that with his personnel here, he would like to start out on item 4.

Mr. Haggerty: Item 4. You have another statement, have you?

Hon. Mr. Bernier: No. This is commercial fish and fur—and the gentlemen are here. It falls very smoothly into this.

Mr. Haggerty: Oh, I see. Oh that's all right.

Mr. Chairman: All right. Who is first?

Mr. Haggerty: Well, I'll try it.

Hon. Mr. Bernier: I thought you were going to say carried.

Mr. Haggerty: Carried? No, no.

There is one problem I think exists for the commercial fishermen, and particularly those working in the Lake Erie basin.

In the summertime—and it happened this past summer in particular—the temperature of Lake Erie may go as high as about 72 to 74 deg. This, as you know, is pretty warm.

In the case of a number of catches of fish this past summer, the fishermen had a problem—what would you call it?—of controlling the waste of the fish. This is because of a lack of ice in the area.

If the nets are set overnight or set in the late afternoon, by the next morning or the next afternoon, when they pull in the catch, I understand the high temperature of the water has caused a certain amount of spoilage to the fish. Of course by the time they get the catch back into port and then ship it—I guess it is up to Wheatley, Ont.—it's a complete loss. This is true particularly for those who are fishing out of the Port Colborne harbour, and perhaps out of the Port Maitland harbour.

I was wondering if perhaps any consideration has been given to a bigger supply of ice in the area for those fishermen. I understand it's one of the problems; they just can't get sufficient ice in the area.

Hon. Mr. Bernier: Of course, that would be their responsibility in their commercial fishing operation. I can say that particular problem is not solely with Lake Erie.

Mr. Haggerty: It isn't.

Hon. Mr. Bernier: The member for Thunder Bay has a riding that covers the remote areas of northwestern Ontario, and he knows the problem. We have that same problem with the Indian commercial fishermen in northern Ontario. And to really preserve the catch—

Mr. Haggerty: The quality.

Hon. Mr. Bernier: The quality of the fish, yes.

Mr. Haggerty: That's right.

Hon. Mr. Bernier: You must have the ice right there. I think the industry has accepted that fact, that the catch must come out of the water and onto ice.

Mr. Haggerty: As I said, one of the problems is that the high temperature of Lake Erie this past summer certainly spoiled a number of catches. But isn't there some

assistance that could be made available? Perhaps there is new equipment the government could assist them with. I mean even purchasing such as—

Hon. Mr. Bernier: It's a pretty viable operation on Lake Erie. We get 30 million lb of fish out of Lake Erie—and people say to me that Lake Erie is dead. You know, I find that hard to believe.

Mr. Haggerty: Well, I mean they are catching the reliable fish—perch.

Hon. Mr. Bernier: They are valuable—

Mr. Haggerty: It has a good market down in New York State.

Hon. Mr. Bernier: Right—\$5 million. It's the best lake in Ontario, really, for commercial fishing operations.

Mr. Haggerty: Perhaps some of the smaller fishermen just can't afford to go out and buy portable refrigeration equipment. It may even apply to the Indians and their catches. Have you given any consideration to giving them assistance to buy portable generating stations that would be used for refrigeration purposes?

Mr. Herridge: There is a federal programme that provides assistance to commercial fishermen for such equipment as ice-making machinery.

Mr. Haggerty: There is, eh? Have you ever given consideration to the fact that some of these plants should be established in some of these fishing ports?

Mr. Herridge: As the minister indicated, as we would see it this would be the responsibility of the commercial fishermen. With the public-funded assistance programme, the initiative rests with the fishermen to develop or acquire the resources they need to get the ice in there.

Mr. Haggerty: There are suppliers of ice producers in the area. But it's just like when you have a convention at the Royal York Hotel, there's a crisis at a certain time—take the summertime—when there's just no extra ice available for this type of operation.

Mr. Stokes: Is that what you call a leadership meeting? A crisis!

Mr. Haggerty: No, I didn't say that. I said a convention, any convention.

Hon. Mr. Bernier: He's tricking you into things.

Mr. Haggerty: Oh, I know. They're trying to put words in my mouth. A lot depends on where it comes from.

Mr. Herridge: A lot of the fishermen are not as quick in icing the fish, or as thorough in icing the fish, as they really should be. Our view would be there may be as much responsibility or more in that area than in a shortage of ice per se.

Mr. Haggerty: This is the point that arises. Have you done any research on it to determine whether there is equipment that could be purchased at a reasonable price and which is available to these persons? Have you done any of this type of research?

Mr. Herridge: Our view would be that there isn't a shortage of ice or ice-making machinery.

Mr. Haggerty: There is a shortage of ice-making machinery.

Hon. Mr. Bernier: Let me reiterate what I said earlier. On Lake Erie there is a very viable commercial fishing operation. It is a free enterprise system. There are programmes that are available from the federal government, but the responsibility is theirs; as it is to provide their boats and their fish boxes. They have to accept that responsibility. It's part of the operation.

Mr. Haggerty: This is right. As I said, they could be out there for about six hours on the lake in the summertime. The heat down there could be 90 degrees and ice isn't going to stay around too long. By the time they get back to port and clean the fish for shipment up to Wheatley, Ont., it's a long haul for them. I know in some cases they've lost \$2,000 or \$3,000 on one catch. For the average small fisherman, and I'm just talking about two persons that are joint owners in a fishing tug, it's too much of a loss for them. There should be some system there that there is a supply of ice available.

Hon. Mr. Bernier: There isn't much I can add to that, Mr. Chairman.

Mr. Chairman: Mr. Ferrier.

Mr. Ferrier: I suppose we have all been inundated by material on the trapping business. Have you made any further studies, or has the research that has been done on the kind of traps given you anything new as far as humane traps are concerned. I know from material I have received that research is going on. About five per cent of the animals

killed weren't killed instantly. While this is not, I suppose, a high figure, the ministry's staff should still be concerned about it. There's a lot of pressure coming from a number of people in the province who feel there must be a more humane method of trapping. Maybe you could give us a report as to what's happening right now.

Hon. Mr. Bernier: Mr. Chairman, before I answer, I'm sure the members of the committee will want to recognize a very good supporter of mine who has just joined us. That's my daughter Karen at the back. I'm sure of one supporter in the crowd.

This is an area in which the ministry is actively engaged. As I pointed out at some earlier point this year, we would embark on a very aggressive programme to try to come up with a more humane type of trap. We are working in very close liaison with some very inventive people in northern Ontario, I think there was one person in Timmins and there is one in Manitouwadge. We have looked at a number of other ideas. We have exchanged Conibear traps with the trappers, and there is an exchange of information as they experiment for us. We have conducted numerous trapping schools with the trappers.

Very recently we have expanded beyond the borders of the Province of Ontario by establishing a national working force with the federal government, and I think four or five other provinces. They met in Winnipeg recently and laid down some guidelines.

The problem is not confined to the Province of Ontario. Other provinces are interested, too. Knowing that, we met in Winnipeg, at least the staff did, and we have a very good active committee working on a national basis.

We have the input right across Canada to try to come up with, and try to realize, a more humane trap; something that the trappers themselves can use; something that is not too heavy; something that is within their financial reach. As you know, the Conibear trap is a very heavy trap and it is very expensive. It is something they are reluctant to move to. They're moving in that direction but not as fast as we would like, really.

Mr. Ferrier: What was your programme? I understand from some of the material I read that you would make available some Conibear traps to trappers.

Hon. Mr. Bernier: Yes.

Mr. Ferrier: Is that just an outright gift, or how did you work that?

Hon. Mr. Bernier: We asked them to experiment with these and we get information back from them. We gave them Conibear traps in exchange for their leg-hold traps, and tried to work it out that way.

Many of the trappers, of course, are living on very limited incomes. There are about 10,000 in the Province of Ontario and their income is really not that high for them to embark on a capital investment of that size.

We try to work with them and exchange Conibear traps for ideas and other inventive techniques that they want to extend to us. It is an on-going thing.

I was quite pleased with the enthusiasm of the other provinces and the federal government; really I was. It helps us considerably because rather than go it alone, we can get their expertise too.

Mr. Stokes: Where was it—during the trappers' convention in Thunder Bay last spring?—I introduced you to a gentleman who had a concept for a new trap that the ministry had shown considerable interest in.

Hon. Mr. Bernier: Was this the chap you mean?

Mr. Stokes: Yes, Mr. Vogt.

Mr. Herridge: He came down. We brought him to Toronto and he worked with some of our people over a period of time in our mechanical research group. We put him in touch with some commercial machine shops to give him an idea of what was required by way of materials and designs. We have funded a certain amount of his work to try to further the idea he has.

Mr. Stokes: The idea that he had, was it a step in the right direction?

Mr. Herridge: Yes, indeed.

Mr. Stokes: It was?

Hon. Mr. Bernier: There is a group in Timmins, too. I don't know if you are aware of it, Mr. Ferrier?

Mr. Herridge: There is no one answer but this one looked quite promising and for that reason we helped him.

Mr. Ferrier: Is this group in Timmins a group of trappers or is it a—

Hon. Mr. Bernier: Yes, one of them was.

Mr. Herridge: Yes, one of them is a trapper.

Mr. Ferrier: And the other? What is the other? Machine shop operator?

Hon. Mr. Bernier: I don't know.

Mr. M. J. Brubacher (Director, Commercial Fish and Fur Branch): I think so.

Mr. Foulds: I noticed—I'm sorry I don't have the article with me—within the last two or three days one of your officials in Sault Ste. Marie made a comment about a kind of snare trap that might, in fact, be safer than the jagged teeth trap.

Hon. Mr. Bernier: That is the leg-hold.

Mr. Foulds: Yes, the leg-hold trap.

Hon. Mr. Bernier: That is in relation to a bear that was caught.

Mr. Foulds: That's right, it arose out of that situation. Is there anything definite along that line?

Hon. Mr. Bernier: That is the thrust that we are moving along, hopefully doing all we can to eventually do away with the leg-hold trap.

Mr. Foulds: Yes.

Hon. Mr. Bernier: Providing we have something else to replace it with. I don't want to jeopardize the livelihood of those native people who depend so much on trapping for a living.

Mr. Foulds: Sure.

Hon. Mr. Bernier: But I do think we have an obligation to assist them in coming up with something that is more humane, that is more functional, and something they can use.

Mr. Foulds: Would it be safe to say that you are sort of narrowing the thrust of your investigations, that is, you seem to be on the track of one or two ideas that might work?

Hon. Mr. Bernier: I don't think we are narrowing it down yet, because we are getting to the other provinces now and the national government.

Mr. Foulds: Yes, I understand that. But you couldn't make a commitment that you are firmly on the road to a design at all yet?

Hon. Mr. Bernier: No.

Mr. Herridge: We are working closely with the Canadian Association for Humane Trapping. They themselves are funding a certain amount of research at McMaster and Guelph Universities. They have set down definitions of what constitutes a humane death in terms of time and this sort of thing. We work and meet with them regularly.

Mr. Chairman: Mr. Minister, in Blind River there is a gentleman who was inventing a humane trap. Have you anything on that? It's a fellow by the name of Schaffernicht.

Mr. Herridge: We can get his name from you, Mr. Chairman, and have our staff get in touch with him.

Mr. Chairman: I have visited his establishment and he's made a pretty good start. The only thing is, sometimes it takes money to get the thing off the ground. I'll bring you more information on it and I'd appreciate it if you would look into it. There maybe something that—especially when it's Ontario made and—

Mr. Herridge: Will do!

Mr. Chairman: Mr. Stokes.

Mr. Stokes: I don't want to spend a lot of time on commercial fishing. A lot of what I said in the earlier vote applies to commercial fishing as well as sports fishing. But I want to take advantage of the opportunity to commend the minister for the freight subsidy on what a lot of people refer to as coarse species as far as commercial fishing is concerned.

I hope the people, particularly in the north, will take advantage of this, and I take it that they weren't taking advantage of it to the extent they might have because you were able to increase the subsidy per pound as there were moneys left over.

It demonstrates, I think, that this particular branch and this ministry is willing to assist people in harvesting those species of coarse fish that will ultimately overrun a good many fisheries if steps such as this aren't taken to make it economically feasible for people to harvest them. Because of the shortage of food in a good many areas in the world today and because of the high protein value of fish, I think you should continue to do this and assist commercial fishermen to harvest these fish, so that it restores a much better balance in

a good many of the fisheries and allows some of the prime species to take over again.

In connection with this, under your resources development funds, a portion comes from the federal government—and I know it's not a very significant amount at the present time in the overall scheme of things. I think the last figure I saw was about \$200,000. You do have some very capable and very dedicated people in the field that offer assistance to native people in the far north; I've had the opportunity of travelling with some of them on occasion and they continue to perform yeoman service.

But surely if we are going to make many of the remote communities more viable in the Grand Treaty No. 9 area, which the minister and I are more familiar with, I think this is the kind of vehicle to use. You do have people who've got an on-going liaison with others in this ministry who are responsible for resource management, resource development and, to some extent, marketing. They do have a lot of knowhow and a lot of contacts that might be of assistance to these people.

During a recent trip to the north I had an opportunity to chat with a resources development officer in the employ of the Ministry of Indian Affairs and Northern Development who was stationed at Wunnummin Lake. He said that if they could persuade the native people in that particular community to take action, there was a tremendous potential for exploitation of the commercial fishing in that area, because of the great number of lakes and the large percentage of water in the Hudson and James Bay lowlands. There are a lot of very productive lakes that are going unharvested, either because the native people really don't recognize there is a resource there that's available to them, or because they lack the necessary capital to get started.

One chap, whose name escapes me at the moment, said there was enough fish within a reasonable distance of that one community to provide an income during the fishing season of \$50 a day for 20 to 30 fishermen, when in fact you have maybe five to 10 fishermen who are serious about harvesting that resource at all, and they find it difficult to get an income of even from \$15 to \$20 a day.

Mr. Wiseman: What kind of fish would that be?

Mr. Stokes: Oh, pickerel, whitefish, lake trout; good premium quality fish. The problem is it is so far away from the market, and this is the reason for the freight subsidy. But there

is a harvest there that could be exploited if they were given this kind of assistance.

The Ministry of Indian Affairs and Northern Development has made some inroads on it, but I happen to think there are a good many people within your ministry who do go around and have almost weekly contact with these native groups, and I think maybe the proper vehicle would be the resources development fund. I think Cam Currie, the fellow who is responsible for it, would agree with me that you could get into it on a much more serious basis if he had more funds with which to do it.

I think the minister knows what I am speaking about, and I am not going to spend a lot of time one it, but in that connection I want to refer to something else that I think, of necessity, must come under this vote and that is the wild rice harvest, because this is the only way we can appropriately bring it up.

There are certain bands who have taken this resource seriously, and when you see a situation where individual Indians are finding it difficult to get 50 and 60 cents a pound for a resource that ultimately goes on the market and sells for \$7 or \$7.50 a pound—

Hon. Mr. Bernier: I can get you all you want for \$3.95.

Mr. Stokes: —it makes you wonder what goes on in between.

Mr. Haggerty: It sounds like the minister is a speculator.

Hon. Mr. Bernier: No, there is lots available on the market now.

Mr. Stokes: I think it is because the harvest was particularly good last year, and it sounds like a bumper harvest this year too, and of course that will have an effect on the price the public ultimately pays. But even if you and I are willing to pay \$3.95 a pound, and the picker is getting 50 or 55 cents a pound—

Mr. Haggerty: There is no justice.

Mr. Stokes: —I think we should take a look at what happens in between. I have had some discussions as recently as yesterday with Mr. Brubacher, who made me much more aware of all the intangibles and things that don't surface to the uninitiated like myself. I realize there is some justification for quite a markup, because there is about a 50 per cent

loss in weight just in the initial processing stage. The Band Council of Treaty No. 3 did get some funds from the federal government, I understand, whereby they were able to go out and buy from the pickers themselves.

Hon. Mr. Bernier: That's what I'm driving at. The Indian co-operative did set the price for buying wild rice in northwestern Ontario. They set it themselves.

Mr. Stokes: Yes, a good portion of it is being processed in Minnesota.

Hon. Mr. Bernier: It's a shame.

Mr. Stokes: That's right. We are all advocating that native people, either individually or in groups, be allowed to do their own processing. They are going to make mistakes along the way, and hopefully they will benefit from those mistakes. All I am saying is I hope you won't abandon them. You do have people who are very knowledgeable, such as Mr. Brubacher here, in this particular field. I'm not saying that you should intrude, and I'm not saying that you should take over or anything like that, but at least demonstrate to them that we do have some knowledge of marketing. Hopefully you will be able to provide them with some expertise, some advice and maybe even some funds so they could become independent by way of greater utilization and more market expertise in both the commercial fishing and in the wild rice harvest.

Hon. Mr. Bernier: Just to comment briefly on the commercial fishing and the freight equalization programme, I have to say that the fishermen have not grabbed it and run with it. It's just as I anticipated. I think they said to themselves it's too good to be true really.

Mr. Foulds: You mean they don't trust you? They don't believe it?

Hon. Mr. Bernier: I don't think they realize that we are trying to help them to this extent. I went up to the north country and I explained it to them on a number of occasions. When they found out that they could receive—I think it's as high as 18 cents a pound—subsidy to bring that fish out to steel or to the packing plants in Thunder Bay and Winnipeg, it took a long time to sink home. We did just a short check in that area north of Pickerel and Red Lake; we have spent about \$18,000 out there. Related to

dollars and cents, that meant an extra \$50,000 of revenue going back into those various communities. So, it has encouraged them.

It's a good programme and we are going to continue it. Hopefully, it will catch on next year and be really effective. As you correctly say, we did increase it for suckers and mullet in the lower areas, and this has been well accepted by the commercial fishermen, even in the southern parts.

Getting to wild rice, we are not using and harvesting that resource in the manner that we should. We are taking about a million pounds in northern Ontario and we could be taking four million pounds. It's a gourmet dish, granted, and maybe we should be keeping the harvest down to a minimum to maintain that as a gourmet dish and at a gourmet price.

Mr. Stokes: As long as the native people are getting their share.

Hon. Mr. Bernier: I think the native people are going to have to be more aggressive. There is a feeling of discrimination among many of the white people in north-western Ontario. After the Indians have gone through and taken theirs off, because the harvest is a short period—it only lasts 10 days to two weeks—they're saying to me "Why can't we go in after they are finished? The stuff that they've left, we would be glad to take." Maybe it should be mechanized. The old system of harvesting wild rice is a pretty simple, crude system. Maybe they should be allowed to use mechanical pickers to be more efficient and to reap more of that harvest and give a better economic return to the reserves.

Wild rice is something on which we have to focus more attention. You've seen the wild rice cookbook that we put out. It went over tremendously well. The comments and the number of inquiries we had about that cookbook have just been fantastic. I think that's the kind of thing we have to accelerate and move ahead a little faster on.

Mr. Stokes: That's what I am advocating. You do have resources development officers in the field. Hopefully, they'll try to persuade native groups that there is a future in this if they want to develop it.

Mr. Foulds: Can I just explore the point my colleague from Thunder Bay made? Are some of the Indians marketing some of it in Minnesota?

Hon. Mr. Bernier: Yes. Treaty No. 3 received about \$400,000 from the federal government which bought wild rice in the western part of Ontario. That was purchased in that area and brought to Minnesota for processing. Last year there was some fear that there would be a major loss because it was piled in barns and wild rice has to be looked after very, very carefully because it—

Mr. Foulds: Ferments.

Hon. Mr. Bernier: —ferments very easily, yes. It heats up and there was some fear that much of it would be destroyed, but I think it just slipped under the wire. The food and drug people were there and did some inspections. It was acceptable but I strongly feel that that should be processed in Ontario.

Mr. Foulds: Yes, this is—

Hon. Mr. Bernier: There's a new modern plant established in Keewatin now.

Mr. Foulds: Yes, Shoal Lake?

Hon. Mr. Bernier: Shoal Lake, yes. They are marketing a tremendous amount across—

Mr. Foulds: Why did they feel it necessary to market it in Minnesota? To compete in the—

Hon. Mr. Bernier: To compete, yes. Shoal Lake Fisheries is their competition and I think there was some difference of opinion between Shoal Lake and Treaty No. 3 so rather than give Shoal Lake the opportunity of processing their harvest—I think they did offer to do it.

Mr. Foulds: Was the Shoal Lake processing operation outbid by the Minnesota processors?

Hon. Mr. Bernier: I don't think they want to be in the same—they didn't want anything to do with Shoal Lake Fisheries.

Mr. Stokes: I think the nub of the thing is that ultimately they want to do their own processing and, of course, they didn't see at this particular time why they should sell to what may be an ultimate competitor.

Hon. Mr. Bernier: I think he was prepared to harvest it and process it—not harvest it but process it—for them. I would say to you, if you are in the Keewatin area, drop in and have a look at that plant. It's very efficient. It really is. I had the pleasure of going through it and it's constructed by the side of

the Winnipeg River and the whole thing is on a gravity feed system. It's tremendous and the wild rice that comes out of there is fantastic.

Mr. Foulds: How many are employed there? This is probably getting away a little bit from the vote.

Hon. Mr. Bernier: The day I was there, there must have been 15 or 20 people. When they start processing and parching, it is on a 24-hour basis.

Mr. Foulds: Yes. They must have a relatively short operational period.

Hon. Mr. Bernier: Yes, a short operation.

Mr. Haggerty: In the hope they will dry?

Hon. Mr. Bernier: Yes, it is all parched.

Mr. Wiseman: Can I ask a question—it's one I asked the member for Thunder Bay—about the type of fish? I was always under the impression that you couldn't sell pickerel. Is this just in the north or is this in eastern Ontario and all over?

Hon. Mr. Bernier: There is commercial fishing for pickerel and walleye in northern Ontario, in some areas.

Mr. Wiseman: In southern and eastern Ontario, too? I was under the impression that if you caught them in the nets when you were netting for bullheads or mudpouts that you had to let the game fish go.

Mr. Irizawa: Anglers can't sell them.

Mr. Wiseman: You can keep them and sell them?

Hon. Mr. Bernier: Yes.

Mr. Stokes: You have got to be a commercial fisherman.

Hon. Mr. Bernier: You must have a licence for that species.

Mr. Wiseman: What's the licence fee for that? Is it the same as for the bullheads?

Mr. Stokes: It goes by yardage.

Mr. Irizawa: Or the number of hoop nets or whatever.

Mr. Wiseman: Are they hoop nets or—

Mr. Irizawa: Or the gear used.

Mr. Wiseman: In eastern Ontario they use hoop nets and catch mostly bullheads but

I thought they had to let go the bass, pike and pickerel but they don't? The licence for that was how much? Is it \$10 or \$25 for a commercial licence to catch these game fish or these pickerel and others and be able to sell them?

Mr. Brubacher: It's \$20 for 3,000 yds of gill net in the northern inland lakes. On the Great Lakes the licence fee is different and the amount of yardage is greater.

Mr. Wiseman: In eastern Ontario?

Mr. Brubacher: In eastern Ontario, hoop nets, I think, are \$5 per net but hoop nets are not permitted to harvest pickerel.

Mr. Wiseman: That's what I thought; or bass or pike?

Mr. Irizawa: That's right. It depends on the location.

Mr. Ferrier: I wonder if I could ask the minister one question while we are on this wild rice business. He mentioned that it was a wise move, maybe, to go into mechanical harvesting of it. I had a man from Band No. 3 who phoned me and said that this mechanical harvesting was going to damage what was there, wherever it was, and was going to spoil the future growth. Can the minister assure me that if they do go into mechanical harvesting that it won't damage the crop?

Hon. Mr. Bernier: I have to say to you that the Province of Manitoba allows mechanical pickers and they are one of the largest producers of wild rice, along with northwestern Ontario.

The State of Minnesota allows mechanical pickers. There are a number of different types of mechanical pickers. There is one that actually cuts the stalk off and there's little drop-off into the water.

I don't think that that's one we should be using in northwestern Ontario. I think it's the type that is driven by an aeroplane motor; the machine is actually pushed through the fields and the rice just falls into bins. If there is a certain drop-off into the water it's regenerated.

I think this is the fear that the Indians have—that if you go through with a very efficient type of mechanical picker there is nothing left to regenerate. The seed and everything is just taken up so there is no future in it. But the system that Manitoba is using, in

many areas, is the wind-type of system so that there is an immense amount of fall-off.

Mr. Stokes: A very progressive jurisdiction.

Mr. Ferrier: You'll follow this carefully then to make sure that—

Hon. Mr. Bernier: I'm sure you would agree if we went along and followed Manitoba's system.

Mr. Ferrier: Oh, by all means.

Hon. Mr. Bernier: By all means.

Mr. Ferrier: In Manitoba and Minnesota where they've used this one, the aeroplane motor, they've found that in the following years the wild rice is growing again and it has not been a problem.

Hon. Mr. Bernier: Yes, no problem.

Mr. Ferrier: So that you will make regulations, or have made regulations—

Hon. Mr. Bernier: We're looking at this, yes.

Mr. Ferrier: —that will see that they don't adopt this one that cuts the stalk right off and there's no drop-off.

Hon. Mr. Bernier: This is something we will assess very, very carefully because it's a resource that's supposed to be carefully watched.

Mr. Foulds: It is a very delicate resource.

Hon. Mr. Bernier: It's very delicate, right. The harvesting season is very, very short and if there's a hailstorm, or a high wind-storm at just the crucial moment it could ruin the crop completely, so it has to be looked at very, very carefully.

Mr. Irizawa: But also, assuming that there is sufficient escape of seed stock, the growing season is very critical too. In the last couple of years, as Mr. Stokes and Mr. Bernier know, there have been real big crops out there, but this is with everything hitting at the right time.

Mr. Stokes: The water levels and the climate were just ideal.

Mr. Irizawa: The water level, weather, the whole bit. So even if you have escape, if the other factors are inimical you're liable to get a dud crop, not related at all to the method of harvestings.

Hon. Mr. Bernier: Certainly, we're going to look at the Province of Manitoba because they are, I think, a little more advanced in wild rice harvesting systems and even the marketing of it. This stems from the former administration.

Mr. Foulds: I doubt that. Do you have authority to license the harvest?

Hon. Mr. Bernier: Yes, we license the pickers now. They all obtain a licence under the Wild Rice Harvesting Act.

Mr. Foulds: So you would simply extend those powers in terms of mechanical pickers if they were advised?

Hon. Mr. Bernier: I don't think we're going to charge out tomorrow morning in this direction, but we should be moving in this direction provided we can maintain that quantity. If there are four million pounds there I think we should be harvesting three million pounds, to be honest with you.

Mr. Foulds: And the solution to keeping the food a gourmet food is, in fact, marketing on a wider scale, to wider areas, and looking at foreign markets, I would think.

Mr. Haggerty: If you harvest all of it is there any damage to or loss of wildlife breeding grounds?

Hon. Mr. Bernier: In northwestern Ontario we don't have that heavy a water fowl population.

Mr. Haggerty: You don't?

Hon. Mr. Bernier: No, oddly enough we don't.

Mr. Stokes: I have one final thing I want to bring up while Mr. Brubacher from the commercial fishing branch is here.

Mr. Chairman: Yes, Mr. Stokes. I think Mr. Wiseman had a question?

Mr. Wiseman: Yes, on fur. Do we still get 10 cents a hide on muskrat royalty and 50 cents on beaver and so much on mink?

Mr. Brubacher: Yes.

Mr. Wiseman: What revenue would we get out of that, have you any idea?

Mr. Brubacher: About \$200,000 a year.

Mr. Wiseman: Are they still allowed to take the muskrats in the fall of the year now—

I think they started it a couple of years ago—as well as the spring? Are they starting any time now?

Mr. Brubacher: Just about now.

Mr. Wiseman: I used to trap, so I wondered, are we hurting our muskrat population by doing that? Don't they breed in the fall and have their kittens in the spring?

Mr. Brubacher: We're hurting our muskrat population by not harvesting heavily enough in many places.

Hon. Mr. Bernier: I think you can say the same thing for beaver too.

Mr. Chairman: Mr. Stokes.

Mr. Stokes: I've had some complaints, Mr. Brubacher, from commercial fishermen in the west end of Lake Superior that a licence has been given to commercial fishermen in the Sault Ste. Marie area which allows them to come a considerable distance up into what they refer to as their "traditional" fishing grounds. It's quite a large operation; I should know the name of the operator, he operates around the Soo.

They feel as though their grounds are being encroached upon because of the nature of the licence and the volume of the quotas. They feel that they should be given an opportunity to at least share in that and that the people in the Sault Ste. Marie area should stick to their traditional grounds.

As recognized commercial fishermen, with licences and all of the equipment, they are sitting idle because you are allowing one major commercial fishing operation to effectively harvest the allowable quotas right along the north shore of Lake Superior—in a good many instances almost right through to Thunder Bay. What's the rationale behind giving preferential treatment to one particular operator to the detriment of others?

Mr. Brubacher: Mr. Stokes, I am not aware that there has been any change in the licensed areas in which the fishermen are permitted to fish for some eight or ten years. At that time the lake was divided into areas for quota purposes—some offshore areas and some inshore areas—with each area being given a quota for lake trout because of the sea lamprey programme. I am not aware that any fishermen have received any privileges to fish outside of these areas, which have been established for some eight or nine years.

Mr. Stokes: I'm told that changed during this season in particular. It could be that you engaged them to do sampling for you—you know, with large runs of herring or something of this nature. I'm not going to pursue the matter other than that I would ask you to look into it so that I would be able to assure these people that their livelihood is not endangered as a result of this kind of policy.

Mr. Chairman: Mr. Minister, I am quite familiar with the commercial fishing up along—

Mr. Haggerty: He has sent them up there from Sault Ste. Marie. He's the guy who's responsible.

Mr. Chairman: —up along the north shore of Lake Superior and I'm pretty closely in contact with all the—

Mr. Haggerty: What is your interest?

Mr. Chairman: —commercial fishermen and I haven't had any complaints. I know that—

Mr. Foulds: Of course. It's your guys who are doing the fishing. And we thought—

Mr. Ferrier: It is your guys who are causing all the trouble. Are you the guy who put them up to it?

Mr. Stokes: You didn't expect they would complain under those circumstances?

Mr. Gaunt: The bad boys never complain.

Mr. Chairman: Order.

Mr. Stokes: You are even more naïve than I thought!

Mr. Chairman: I would rather be sitting over there, so I could—

Mr. Haggerty: Tell us anyway. We are interested.

Mr. Chairman: I think that the chairman has a right to interrupt from time to time and—

Mr. Stokes: Agreed. You just tell your commercial fishermen to stay in their own back yard.

Mr. Foulds: Or we'll take away your maple syrup licence.

Mr. Chairman: I'm sure that there really isn't any problem up there.

Mr. Stokes: You look after your end of the lake and I'll look after mine.

Mr. Foulds: You just damaged the reputation of the chair and this committee.

Mr. Chairman: Item 4 carried?

Item 4 carried.

Mr. Foulds: Mr. Chairman, I would suggest that considering the hour that we adjourn before we get into another heavy item.

Hon. Mr. Bernier: I will agree.

Mr. Haggerty: We are going to go back to vote 2104, item 1 then, are we?

Mr. Chairman: Yes, that's right.

Hon. Mr. Bernier: Tomorrow at 3 then? Unless you want to sit tonight.

Mr. Foulds: We don't want the minister to have to sit tonight when his gorgeous daughter is here.

Hon. Mr. Bernier: Okay; fine!

Mr. Chairman: You are all heart. We are adjourned until tomorrow at 3 o'clock sharp.

The committee adjourned at 5:55 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Natural Resources

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Thursday, November 1, 1973

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 1, 1973

The committee met at 3:30 o'clock, p.m.

ESTIMATES, MINISTRY OF NATURAL RESOURCES

(continued)

On vote 2104:

Mr. Chairman: Gentlemen, I guess the question was later than usual.

Mr. W. Ferrier (Cochrane South): Yes, we can proceed.

Mr. Chairman: We are on vote 2104, item 1.

Mr. R. Haggerty (Welland South): Actually, Mr. Chairman, I guess I am on this vote.

Mr. Chairman: You are on item 2?

Mr. Haggerty: No, item 1. The minister hasn't another statement on this, has he?

Hon. L. Bernier (Minister of Natural Resources): I am glad you mentioned that, Mr. Haggerty. It has been the custom during these estimates to inform the members of some major achievements by this government. We had one today of outstanding interest, so a ministerial statement was made in the Legislature by the Premier (Mr. Davis). It dealt, as you are well aware, with the expansion to the Great Lakes mill at Thunder Bay, a new 250,000 tons per year kraft mill—

Mr. Haggerty: It is an all-Canadian company I understand?

Hon. Mr. Bernier: —yes, an all-Canadian company at a cost of \$118 million; and construction will start June 1 of next year. The wood resource has already been set aside. I think one of the interesting aspects of this particular announcement has been the acceptance by the company of broader utilization of the wood resource. This particular plant will be using both hardwood and softwood. It is a major accomplishment and, of course, considering the job opportunities that will be provided in northwestern Ontario, it lends itself right down the path of Design for

Development, Phase II. Twelve hundred new jobs will be created.

I am sure you wanted me to comment on it. It is a major announcement.

Mr. Haggerty: I am sure we all appreciate that announcement and look forward to the increased employment in northern Ontario.

Hon. Mr. Bernier: I just wish that we had the estimates of the Ministry of Natural Resources up more often, because we have so many things happening.

Mr. Haggerty: More dialogue, this is right.

Mr. Ferrier: If we had this sort of thing happening we would be glad to have them up before the committee every day.

Mr. Haggerty: I was perhaps concerned about this particular legislation. It brings back the legislation that I think the government passed back in 1969 under the former Minister of Mines, who now sits over in Ottawa perhaps without a mine. I believe the amendment to the Mining Act in 1969 brought about implementation of a new policy to ensure the development of mineral resources in Ontario. It indicated that the greatest amount of processing should be done in the Province in Ontario, it required the ores to be processed in Ontario.

Now I am a little amazed at the legislation. It takes a much firmer line than any action by the government; and as I understand it, there is presently some drawing back from this legislation by the government, or through this ministry, which has allowed a permissiveness in this programme under which certain mining companies—

Mr. Chairman: Mr. Haggerty, may I interrupt? You are talking about item 2, are you?

Mr. Haggerty: Item 1.

Mr. Ferrier: Perhaps the minister could explain—

Mr. Haggerty: Mineral management, you are right then.

Mr. Ferrier: It begins at items 2 and 3,

Mr. Chairman: Well I am assuming then, that vote 2104, item 1, is carried?

Mr. Ferrier: Well, I would like to have the minister explain item 1 and tell us if we have pretty well free-wheeling opportunity to debate mining and forestry under items 2 and 3.

Hon. Mr. Bernier: Let me give you a brief rundown on the expenditures to that section: Salaries \$806,000, employee benefits \$75,000, transportation and communications \$63,000, services \$75,000, supplies and equipment \$43,000; for a total of \$1,064,000, basically administration. I don't think that there is anything controversial there.

Mr. Ferrier: If we want to discuss mining and forestry policies, we can discuss them in items 2 and 3.

Hon. Mr. Bernier: Items 2 and 3, yes; that's where they belong.

Mr. Chairman: Did you wish to group items 2 and 3?

Interjections by hon. members.

Mr. Ferrier: No, I think we should keep mining separate from forestry.

Mr. Chairman: You wish to keep it separate?

Mr. Ferrier: That would be my suggestion.

Mr. Chairman: I had the feeling perhaps in this instance you might want to group them.

Mr. Haggerty: Well, then I suppose the subject I am discussing should go back to programme administration. This would be minister's policy in establishing whether ore should be processed in Ontario or exported in its raw state.

I don't know what the minister is bowing at.

Hon. Mr. Bernier: Well, I am bowing—I just want to recognize—

Mr. Haggerty: He must have another supporter coming in.

Hon. Mr. Bernier: With your permission, Mr. Chairman, we should recognize Mr. Paul Falkowski, who is a representative of the United Steel Workers of America from Sudbury, who is very knowledgeable on the mining industry.

Mr. Chairman: Well, I am sure—

Hon. Mr. Bernier: He corresponds with me on a regular basis.

Mr. Chairman: I am sure, Mr. Minister, the committee extends a most sincere welcome to Mr. Falkowski. Mr. Haggerty.

Mr. Haggerty: Yes, over the period of 1968 to 1970 the province, through this revised legislation, required 100 per cent processing within Canada of all ores mined within the province. This legislation did in fact provide for cabinet exemptions from this provision, and I would like to ask the minister how many companies or corporations or mining industries has he allowed to be exempted under this particular section of the Mining Act.

I suppose that would be under section 113 of the Mining Act, which requires smelting and refining operations in Canada. Apparently there have been cabinet exemptions permitting export of 50 per cent or less than 100 per cent.

Hon. Mr. Bernier: These were the exemptions granted under section 113 of the Mining Act during the period 1972-1973. Canadian Pulp Industries Ltd. for crude pulp; Lakes Canada Explorations Ltd., zinc concentrates; Mattabi Mines Ltd., zinc concentrates; Noranda Sales Corp. Ltd., Geco Div., 15,000 tons of copper concentrates; Northern Canadian Enterprises, 1,000 tons of copper concentrates; Wilroy Mines Ltd., zinc concentrates.

Mr. Ferrier: That's all?

Hon. Mr. Bernier: That's the one for last year.

Mr. Ferrier: Oh, last year's. There was a whole bunch left from other years.

Hon. Mr. Bernier: Right.

Mr. E. W. Martel (Sudbury East): There are 38 or 40.

Mr. Haggerty: In total, how many would there be then?

Mr. Martel: In total, 38 or 40.

Hon. Mr. Bernier: I guess it would be in that neighbourhood, yes.

Mr. Haggerty: If you are allowing this much exemption by certain mining industries, how many jobs would be created here in Ontario if they were compelled to process it to a more refined product?

Hon. Mr. Bernier: Well, it is difficult to relate it directly to jobs, but I would point out to you that all these carried some special significance.

I recall Lynks Canada Explorations Ltd., operating in the Kingston area. They have a very small, rich ore body and they applied to us under section 113 to export zinc ore.

This, of course, was not acceptable to the ministry. We demanded that they at least concentrate the zinc ore, which they have agreed to do. That is not a large operation, it will terminate very soon.

Canadian Talc, of course, is just crude talc.

Mattabi Mines were given special exemption because of a problem they were having with arsenic in their ore. They had originally designed the plant to accept a type of ore that would extract a certain percentage of arsenic. But after getting into the mining operation, they found they had a higher arsenic content. Therefore, rather than stop the mine itself—it is continuing operations—we

Mr. J. E. Stokes (Thunder Bay): At Sturgeon Lake?

Hon. Mr. Bernier: Yes. We have given special consideration for export of this concentrate, and these are the reasons.

But to relate it directly to jobs, I don't know.

Maybe Mr. Jewett would have indication off the top of his head. I am sure it would just be an eyeball figure. He might want to comment just briefly.

Mr. G. A. Jewett (Executive Director, Division of Mines): I think, if I may be permitted, I would like to get that answer together and bring it back to you.

Mr. Haggerty: I think it may be more appropriate in the next vote. My reason for questioning this is I was just wondering if the minister is going to accept any of the recommendations in the interim report of the Select Committee on Economic and Cultural Nationalism, particularly the section on page 37:

Having regard to all factors, the committee has concluded that it would be desirable for future acquisitions of land in Ontario to be restricted to corporations substantially owned in Canada.

Of course, there were a number of viewpoints opposed to this particular section, but I was wondering if the minister had any comments in this regard. Surely he must be going to move in some direction that would

indicate that more of our natural resources will be controlled by Canadian management, Canadian operation, and maybe more Canadian participation.

Hon. Mr. Bernier: This is something my parliamentary assistant (Mr. Rhodes) is looking at right at the present moment. His report, coupled with the recommendations of this select committee, is something we are going to look at very carefully.

Once we have made our evaluation and passed our comments within the ministry, then of course it will go to the government for some action and some decision.

I can't, at this time, give you any indication of the direction we will be going. This has to be carefully reviewed and studied and examined, in fact, I haven't even read the report in detail.

Mr. Haggerty: You haven't? I thought your staff would keep you well informed on such important matters. And of course it brings in the question of the oil—

Hon. Mr. Bernier: Well on a matter of this importance I feel I should read every bit of it myself.

Mr. Haggerty: Every bit of it carefully.

Mr. Martel: It is just indicative of the importance you give it that it doesn't get read.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Yes, it brings in the matter of the present oil crisis that exists throughout the world. When we find here in Canada that perhaps two-thirds of the Canadian oil and gas companies are owned outside the country, it raises a question. If anyone follows the Watergate hearings in the United States, it appears certain multinational corporations can move into a country and almost—in fact in cases they have overthrown countries. I was interested in an article concerning ITT and that's before the Watergate committee now. I would like to read this into the record, as I'm a little bit concerned about it. It goes on to say:

CONGLOMERATES' SHADY WORLD

They represent multinational, multi-billion dollar conglomerates which have grown into corporate nations with more wealth and power than most governments. Already the 300 largest corporations produce one-sixth of the earth's total industrial output. They are devouring smaller corporations with such an appetite that at the

end of this century they will control one-half of the industrial production in the world.

Our investigation of International Telephone and Telegraph—

it goes on to say, and I'm sure they have offices and holdings here in Canada:

—has provided a glimpse into the operations of the typical corporate power. The ITT has built an empire upon which the sun never sets. The great conglomerate has acquired more than 100 corporations in 67 foreign countries. It operates its own world-wide foreign policy unit, foreign intelligence machinery, counter-intelligence apparatus, communications network and classification system; and airliner fleet.

Its top executives have demonstrated an astonishing ability to deal with governments at the highest level. Their deliberations are usually held in the backrooms with the doors closed and public shut out.

Other corporate powers have developed a similar influence over the economic and foreign policies of various governments. Just as ITT was able to have fought against President Salvador Allende in Chile, the great oil companies in the past have manipulated such governments as Bolivia, Ecuador, Indonesia, Iran, Libya, Arabia and the Persian Gulf lands. The National Petroleum Council is a quasi-official group of oil magnates that serves the ministers of the State Department as excellent contacts throughout the United States foreign service.

Of course, we're all well aware of the meetings that were held in Europe this year of the giant oil kings. They went over there to establish a world pricing system. I believe it has some great effect on the Province of Ontario at the present time; and of course it comes back into the field of our oil production in Ontario.

I understand there are certain oil wells that have been capped in the last two or three years. Whether there is a large amount of oil there I don't know, but I understand that in the operations on Lake Erie at the present time the wells have been shut off. I would like to ask the minister if there is oil there. There is every indication that there is, but what amount is there in the Lake Erie Basin?

I understand too, through sources, that there are other petroleum industries from Alberta that are located in Ontario. They have drilled for gas, and again, these wells have been capped. I just wonder if it isn't

the game of these large conglomerates to control the price, and in another sense to gouge the consumer here in Ontario? It boils down to the lack of concern in this present government's policy in not providing tighter controls over foreign corporations in Ontario and Canada.

I would like to have the minister make a few comments on this.

Hon. Mr. Bernier: You were referring to the plugging of the wells in Lake Erie.

Mr. Haggerty: This is right.

Hon. Mr. Bernier: Yes. Those licences were given solely for exploration for gas—

Mr. Haggerty: Yes, that's right.

Hon. Mr. Bernier: —on the condition that if oil was struck, then because of the environmental requirements and the concern for water quality in that area, they would be shut off immediately and properly plugged. To our knowledge there is only one occurrence of an oil discovery. That's the only one we know of from Lake Erie.

Mr. Haggerty: I thought there were about six out there with signs of oil.

Hon. Mr. Bernier: We can check the details of it, but to our knowledge there's only one.

Mr. Haggerty: But there is the possibility there are oil reserves there?

Hon. Mr. Bernier: There is a possibility, yes.

Mr. Haggerty: And they're not being held back? I mean, you talk about the ecology out there, but I suppose the potential hazard is just as great having the gas wells located there now. It could cause problems of pollution, perhaps, later on. I can't see where oil would create any further problems than the gas you're moving on, because they're both potential hazards.

Hon. Mr. Bernier: I don't think there is the environmental danger with gas that there is with oil.

Mr. Haggerty: It's there with gas, too. There is no doubt that it could cause some serious problems, too. But if there is some indication that oil is there, then perhaps further exploration is required. And maybe the government should be moving in here to establish an energy corporation, a Crown corporation, in the Province of Ontario.

Hon. Mr. Bernier: Well, the energy is there, whether we use it today or next year. It is a non-renewable resource, and—

Mr. Haggerty: That's right.

Hon. Mr. Bernier: —as we obtain more technology and more knowledge about this type of operation, we can lessen the dangers of environmental damage.

Mr. Haggerty: Well, are there any gas wells along the shores or in the area of Lake Huron that have been capped?

Hon. Mr. Bernier: I think maybe the staff would know. Is there someone over there who would know?

Dr. E. G. Pye (Director, Geological Branch): I think there are some north of Goderich—

Hon. Mr. Bernier: Do you want to speak into the microphone?

Mr. Chairman: Sir, would you identify yourself, please?

Dr. Pye: Ed Pye, Director, Geological Branch. I think there are a few gas wells north of Sarnia and Goderich which are on or close to the shore of Lake Huron. But they are not too far north, actually.

Mr. Haggerty: Had there been an indication of a good supply of energy there, in natural gas?

Mr. Pye: I don't think the supplies are great. The amount of oil and gas production in Ontario, relative to, say, Alberta, is fairly small. In other words, we are not talking about tremendous resource potential.

Mr. Haggerty: Well, let's put it at 200,000 or 300,000 cubic feet a day. I mean, at one time this was an exceptionally good producing well. And I have known cases in the past, particularly in my area, where government policy has phased out the small producers in the area.

Hon. Mr. Bernier: Only one per cent, or maybe even less than one per cent, of the province's total requirements are being produced in the Province of Ontario. So we are not looking at a very large capacity, really.

Mr. Haggerty: That's quite right, Mr. Minister. But I can recall when the Provincial Gas was operating within the Niagara region there were a number of small producers, which kept this system going for a number of years, until it was taken over by Consumers'

Gas. Then they started bringing in western gas to distribute in the area.

As I understand it, the reservoir which now stores gas in that particular area was used some 20 years ago by the small local wells. They would allow their stream or flow to be pumped down into this reservoir and then pumped out in the winter. It kept the whole area supplied with gas.

So if we are facing a crisis in energy, and in particular in gas, I think perhaps we should be going back to that source of supply no matter how small it is in quantity. It served a purpose then and it can do it now.

Hon. Mr. Bernier: Well, it's not a lasting resource.

Mr. Haggerty: No, that is right.

Hon. Mr. Bernier: These wells become uneconomical and some just phase out.

Mr. Haggerty: No, I agree with that; but there are some.

Hon. Mr. Bernier: I have every confidence in the private sector. If there was any possibility of finding sufficient oil or gas reserves in the Province of Ontario, they would be there. But the hon. member knows as well as I do that these are not looked upon as strong economic units.

Mr. Haggerty: Has the minister anything to indicate the extent of gas and oil resources in the James Bay area?

Hon. Mr. Bernier: Well yes, Aquitaine is doing some exploratory work in that particular area. To my knowledge—and maybe the experts have more information on it—there has been no major discovery of gas or oil in that particular area. But there seems to be a lot of interest by the experts in the field, and we are providing them with an exploratory licence to continue.

Mr. Haggerty: Well, there must be some indication of gas in that particular area—the James Bay flats.

Mr. Jewett: There was a licence given and a commitment made to do a certain amount of work. The rigs moved in last winter to work, but weather conditions became so mild they had to move the equipment out after drilling one hole, or one and one-half holes. The programme has not been continued, and to my knowledge they have not made a commercial or significant discovery at this time. They are drilling on bets; they are wildcat drilling at this time.

Mr. Haggerty: When you say commercial, you are talking about how many thousand cubic feet?

Mr. Jewett: I don't think there has been a measurable flow of hydrocarbons discovered.

Mr. Haggerty: But there has been natural gas found in that area, then?

Mr. Jewett: Traces only, I believe.

Mr. Haggerty: Traces only, all right.

Hon. Mr. Bernier: I think, Mr. Chairman, it might be of interest to the members to know—this is my personal opinion derived from comments of people I have talked to—that Hudson Bay, right in the bay itself, offers more encouragement.

Mr. Haggerty: This is right.

Mr. Stokes: Aquitaine was up there.

Hon. Mr. Bernier: Yes, and they are going back. We are working quite closely with them at Port Severn. They have done some work there and right out in the middle of the bay. If you extend the northern Manitoba border and the Ontario border right where they cross is the area they have been examining very closely.

Mr. Haggerty: Out in no-man's land?

Hon. Mr. Bernier: We think it belongs to Ontario, but we haven't resolved that situation yet.

Mr. Haggerty: So we are going to have a problem with this.

Through the minister, has the ministry given any consideration to assist financially further exploration of oil and gas in that particular area? In other words, I am saying have you given any consideration to establishing a Crown corporation so that the government can go in there and do additional exploration?

Hon. Mr. Bernier: Up to this time we have relied solely on the private sector to move into the exploration field. It may well be, as we enter the energy crisis that we are in, let's be honest—

Mr. Martel: Even when you finance them, they won't go and do the job for you.

Hon. Mr. Bernier: It may well be that—

Mr. Haggerty: No, I—

Hon. Mr. Bernier: —we will give consideration to that type of thing.

Mr. Haggerty: This is right. The point I am trying to make is that there is every indication—there have been signs of natural gas found in the James Bay area.

Hon. Mr. Bernier: Traces.

Mr. Haggerty: Traces, this is right; but how do we know this? There could be a well come in; you could just as well cap it right there and we'd never know what potential there is; until this crisis really hits us and the price is right for these developers to move in and they can get this price then, sure!

Again, if there are signs or indications there are reserves of oil here in Ontario—oil and natural gas—it is good to let the world know that we have some. In this way perhaps we could control the price of gas and oil so that it doesn't get out of hand—fuel oil and crude oil.

Hon. Mr. Bernier: Up to now, as I said earlier, the private sector has been actively involved in this type of exploratory work. At any wells, of course, if there are drilling operations we do have our own inspectors on a continuous basis to make sure the information is made available to us. They comply with all the rules and regulations of the game, be they the environmental requirements or what have you.

Mr. Haggerty: If one is drilling a gas well, I suppose there are two types of field in which you can find it. I am thinking in particular of the Niagara Peninsula where you can hit it in the red medina; I think that is the first stage of gas. You get a sign that indicates there is gas there, and if you drill for perhaps another 75 or 80 ft then you hit into a more active flow of gas in the white medina; I guess this is what they call it.

I was just wondering if probably the same pattern would follow in different rock cores. You would get an indication there is gas, but they won't drill any further. It sits capped, waiting for the right opportunity to bring it into production.

I want to have some guarantee from the minister, or some stronger indication, that there is more potential in that area and the government should be moving in there to do further exploration on it by itself, or even assist the companies to bring it into production, as a shareholder.

Hon. Mr. Bernier: This is in the area of government policy statement. If the government did decide to go into the field of exploration, be it for minerals or be it for petroleum resources, that would be a major policy

statement. I certainly intend to discuss the possibility with my colleague, the new Minister of Energy (Mr. McKeough). I know he has already expressed an interest to me, so there will be a full liaison or working arrangement between his ministry and mine.

It may well be that we will go in that direction, but I wouldn't want to commit the government at this time. We share the concern about the energy requirements of this province, there is no problem about that.

Mr. Chairman: Any further questions, Mr. Haggerty?

Mr. Haggerty: Yes, but suppose I can get it into the mining management. I suppose I can wait for that section to come up.

Mr. Chairman: Mr. Stokes; is this on item 1?

Mr. Stokes: No, it's on item 2. I thought you had finished item 1.

Hon. Mr. Bernier: If I may just comment on Mr. Haggerty's remarks; from the annual review you will see on page 59 that in 1972 approximately 6.2 million acres were under license to three companies for petroleum exploration. Four wells were drilled by Consumers' Gas of Toronto, all of which were dry.

Mr. Ferrier: Which were the three companies from Toronto?

Mr. Haggerty: What about underwater developers?

Hon. Mr. Bernier: That is Aquitaine in Hudson Bay. Aquitaine was in there, Consumers' Gas—

Mr. Haggerty: Consumers' Gas underwater developers are all—

Hon. Mr. Bernier: Part of one company.

Mr. Haggerty: That's right, so probably the other one is too.

Mr. D. J. Wiseman (Lanark): Just on that, didn't you find any gas at all then?

Mr. Stokes: Traces.

Hon. Mr. Bernier: Traces, just traces.

Mr. Wiseman: But there was some talk of them being capped again.

Mr. Haggerty: They can be plugged off and redrilled again.

Mr. Chairman: Does item 1, vote 2104, carry? Carried. Item 2, Mr. Stokes.

Mr. Stokes: Thank you, Mr. Chairman. First of all, since Dr. Pye is here, I want to congratulate him on that fine series of books that he has put out on the geology of the province. If they're not already there, I think they should be placed in every library, certainly in every high school library, right across the province.

I took the trouble to make a copy of one of the books available to an amateur geologist and rockhound and he was able to pinpoint very, very precisely, with the aid of Dr. Pye's publication, the rock outcrops for both minerals and gemstones. I don't think we should let this opportunity pass without congratulating Dr. Pye for those wonderful publications and hope that he will continue to work in that direction.

Hon. Mr. Bernier: I would add my compliments to Dr. Pye. He does an excellent job.

Mr. Stokes: Since you've amalgamated these two ministries, Lands and Forests and Mines and Northern Affairs, into the one ministry, and you have given the commitment, Mr. Minister, that by no means will the mineral aspects of this ministry be downgraded, I just want to re-emphasize the importance, from the point of view of the mining industry and from the point of view of the prospector, and for the kind of esprit de corps that you need in the field in a ministry of this nature, that you demonstrate, not only by words but by actions, the importance that everybody places on the mining industry in the Province of Ontario and see that it doesn't get lost in the overall swim of things.

You have promised that there will be knowledgeable people in each of the district managers' offices and I just hope that it won't be a forester or a biologist or a conservation officer handing out leaflets. I do hope that in actual fact there will be somebody there to assist people who are interested in minerals and the development of the huge store of untapped wealth we do have, particularly in the Precambrian Shield.

I see an increase of about \$900,000 from last year's estimates to what you're asking this year. Dollars don't always reflect the kind of activity that is undertaken at any given point in time in the field, but it seems to me that with the number of new dollars that are generated as a result of the exploitation of our mineral wealth in the north, this isn't a very large amount of money allocated

for that specific and express purpose. When I see the breakdown of the amount of dollars, I notice \$3.2 million of it goes to salaries and wages, with smaller amounts for others, and \$1.3 million for services.

Might I ask one question? Does this include the amount of money made available to junior and senior mining companies in exploration for new mines, the mineral exploration incentive programme that you have undertaken in the Kirkland Lake, Geraldton and Red Lake areas? What is your track record to date with the amount of dollars you have spent? I think this is the third year for the programme.

Hon. Mr. Bernier: Right. I will get those figures for you.

Dr. Pye: Mr. Bernier, may I be permitted to make a statement here?

Hon. Mr. Bernier: Yes, Dr. Pye.

Dr. Pye: Government commitments in this programme to date total \$2,186,924, which represents something in excess of \$6 million worth of exploration work in the four exploration areas. It has had a reasonable impact on encouraging exploration in those four designated areas.

Mr. Stokes: I don't doubt for one minute that it has fostered a much greater degree of exploration. I am wondering what are the tangible results, now that you have been into it for the third year? Is it money well spent?

Dr. Pye: I think it is money well spent. We haven't succeeded in finding any minable ore bodies, but that \$6 million would represent a tremendous increase in our knowledge of those areas. This knowledge will be used as a base for further exploration in the future. Finding mines is a very difficult and a very risky thing. It depends upon taking advantage of all the geological, geophysical and geochemical factors you can get your hands on and compiling them, putting them together and coming up with new concepts and testing them. This data will be used in time. In fact, it is being used by the mining companies and, hopefully, it will result in the generation of new mines.

Mr. Stokes: To what do you attribute our failure to bring any new gold mines into production as a result of the tremendous increase in the world market value, from \$38 up to \$48, depending on the Emergency Gold Mining Assistance aspect of it, and up to \$120 at one time? I think it has now

stabilized and is about \$100. Yet we have had gold mines that closed down.

I was given to understand, in reading mining publications, that even with our doubling in the price of gold, which would have brought us to the \$70 level, there could be any number of gold mines which could be reactivated. This hasn't happened. What is the reason for that?

Hon. Mr. Bernier: I might comment and maybe Dr. Pye will want to add something to it. You are quite right, because when the price of gold started to move up, you will recall the American government did make some alterations when the price went up to \$42 an ounce. The EGMA programme under the federal government has not been used these past few years, because the price of gold was freed on the open market and far exceeded their assistance under that programme. When it did hit—in fact even prior to hitting—\$70 an ounce, I had occasion to meet briefly with the gold mining industry. Of course they were all excited, as I was, at estimating the price at which we would see renewed activity in the old gold mining camps. Some indicated to me that at around \$70—as you indicated—they would really begin to look seriously at it.

Well, \$70 was hit and it went beyond the \$70—in fact, it got up to about \$125. I took it upon myself to go back to the industry and to those individuals I had talked to informally—noting on a formal basis—and they indicated to me at that time that after the price had hit \$70 an ounce they began to look seriously at reactivating some of these mines and they then started looking at the cost factors.

Among things I think they may have overlooked are the new environmental requirements, plus the cost inflationary factor and the cost of bringing in new equipment. So they went back to the drawing boards, saying: "Now, look here, we can't do it at \$70 an ounce; we will have to get more than that." Some indication has now reached me that it should be \$150 an ounce—and it just keeps going on.

Maybe I am wrong in saying this, but the indication I get is that there is some uncertainty that the price of gold will remain at \$109 and \$110. There is a little bit of a jittery feeling within the industry itself about undertaking a major expansion programme, and then being caught short and the bottom dropping out of the market—that sort of thing. The security is not there yet.

Once that security is restored, possibly the price will go up a little bit, and we will see renewed activity. But there are some—I think Newlund is one of them—that are being reactivated. Maybe Dr. Pye or some of the other experts here would know what other ones are being examined more sincerely than others. Do you know of any, Dr. Pye?

Dr. Pye: There is Joburke and there is another one that is being considered. The property—I can't think of the name of it—is northeast of Timmins.

Mr. Ferrier: Lake Sturgeon, I think.

Dr. Pye: Lake Sturgeon is it?

Mr. Ferrier: And the New Kelore mines.

Dr. Pye: So there are several properties being re-examined with the idea of bringing them into production.

Mr. Jewett: I think perhaps, Mr. Stokes, the answer is there is a certain amount of inertia here and it takes time for people to change their thinking. There is evidence that this is beginning to happen now. In other words, the expectation of a quick and dramatic result is perhaps optimistic. With the price firming as it has at \$100 for some months now, perhaps you will begin to see some results.

Mr. Stokes: Thank you.

All right, Mr. Chairman, there is one other thing I want to get at that is complementary to the mineral exploration in the Timmins' programme. As I travelled through the north this summer, I encountered teams of your staff working in areas where they were doing aerial electro-magnetic and geophysical surveys. To what use is this information being put? Are you going to hand this over to the industry? Or are you even toying with the idea of setting up a Crown corporation, such as SOQUEM or such as the programme undertaken in Manitoba, to participate with the private sector in exploration and ultimately taking some equity in the enterprise?

Hon. Mr. Bernier: I am going to ask Dr. Pye to comment on the details, but the information of course is public information and generally made available through publications. With regard to the government becoming involved in the actual exploration programmes in co-operation with industry—

Mr. Stokes: You are doing it now.

Hon. Mr. Bernier: We are assisting them, yes. The MEA programme could well be—

let's be honest—particularly if it deals with petroleum resources, it may well be that we will have to move into this particular field. This is something, of course, that the government would have to consider very, very seriously because of the philosophies of this particular party now in charge and its responsibility to the province. It is something we watch very, very carefully. I don't think we can look at Quebec as being a tremendously successful operation.

Mr. Martel: Neither is your give-away.

Hon. Mr. Bernier: They have had problems.

Mr. L. Maeck (Parry Sound): You will get your turn, Elie.

Hon. Mr. Bernier: Manitoba hasn't displayed any tremendous success. They in fact, expressed some concern with our mineral assistance programme, that some of the exploration dollars earmarked for those other provinces were being funnelled into these areas of northern Ontario because of this incentive.

Mr. Martel: They need an incentive like I need a hole in the head.

Mr. Chairman: Order.

Hon. Mr. Bernier: The Province of Quebec, of course, embarked on a very ambitious, incentives programme.

Mr. Martel: Yes, \$111 million in incentives a year ago.

Hon. Mr. Bernier: They have been watching the MEA programme very carefully. Now they have chosen to go the other direction and to provide more information to industry, and things were carried from there.

Mr. Martel: Can I ask the minister a question on this? What type of incentive is necessary? I am just going through some statistics, and in 1970 alone the mining industry got \$111 million in write-offs for development and exploration. What kind of incentive are we talking about?

Hon. Mr. Bernier: Well I think your colleague from Thunder Bay is a little more aware of the need for this type of incentive than the member for Sudbury East. He appreciates this particular programme, really, because he knows what we are trying to do. But I don't think you do.

We are trying to direct the exploration companies back to the old gold mining camps because much of the mineral exploration

work done, particularly in those gold mining camps, was very loose. When new science and technology became available to the mining industry, they were not anxious to go back to those areas.

Mr. Martel: Okay. What I asked was: How much incentive do you need? I am just saying that in one year alone, 1970, the mining industry in Canada was allowed to write off \$111 million on development and exploration. Now you come along and, via another programme, give them another chunk. I am just asking you why in God's name we have to pay them to develop our country? If we are going to foot the bill to that extent, then by God we should own it.

Hon. Mr. Bernier: I wish you fellows would get together, because I am sure the member for Thunder Bay supports our action in this regard and you come along and say you don't.

Mr. Haggerty: He just said it.

Hon. Mr. Bernier: Maybe Dr. Pye can follow up with some technical answers.

Mr. Ferrier: Trying to play one off against another.

Mr. Chairman: Dr. Pye.

Dr. Pye: I don't want to say too much in the way of a technical comment, but I was thinking in terms of the risks involved in finding a mine. It seems that for about every 1,000 prospects that are worth diamond drilling, only one develops into a producing mine. And, perhaps, only one mine out of 10 becomes a major producer. So the risks are absolutely tremendous.

Mr. Martel: Who takes most of the risks?

Dr. Pye: Well, most of the risks are being taken by the private corporations. In Ontario now—I am not too sure what the level of exploration is this year—but in 1970 it was of the order of \$30 million in the Province of Ontario, in total.

Mr. Martel: It was \$30 million?

Dr. Pye: Yes, \$30 million in the province. I think your figures were referring to Canada, so I think in terms of Canada you are probably talking in terms of \$100 million to \$200 million, which is a fantastic amount of money going into exploration.

Mr. Stokes: For the benefit of the minister and everybody here, including my colleague from Sudbury East, it has been demonstrated, at least to me, that even the junior mining

companies, let alone the major mining companies, haven't shown the kind of interest that we would like them to show in areas where we have communities that are going to go down the drain unless we provide something much more viable than exists at the present time.

If \$2 million or \$3 million a year will enhance their ability to stay alive and to provide an infrastructure for people that are already living in the area, I'm all for it.

I want to ask whether or not you liaise with the industry and the Ministry of Industry and Tourism and the DREE people in Ottawa, concerning the possibility of setting up consortiums. We went into this a little over a year ago and I think we were all dismayed to find that a major steel producer in Ontario had entered into a consortium with several major US steel producers to exploit a resource in Michigan. With the present very good likelihood that we will get a major iron ore body into production in northern Ontario, I hope it doesn't go down the drain for the want of a market for a sufficient number of tons of ore to make the whole thing viable. When you see the major steel producers importing ore into the Province of Ontario to feed their furnaces, it doesn't enhance the chances of a major undertaking such as is envisaged by Steep Rock Iron Mines up at Lake St. Joe. Because of the economy of scale, it's indicated that we are going to have to find a market for a minimum of 4,000,000 tons and then go out and find the financing. I'm wondering what kind of liaison you have had, not only with the steel producers but the financial people at all levels. Such liaison is needed to ensure that thing will go forward and will provide maximum benefit, not only to the people in northwestern Ontario, but to the entire economy of the province.

I understand the Manitoba government, as soon as they heard Steep Rock Iron Mines was even considering the development of that huge body of iron ore, and also finding a market for sponge iron which will be a product of it, along with pellets, made overtures to the company. They said: If you want a place to set up your plant and if you want to talk about incentives, then come and see us. Our door is wide open."

I'm wondering if that's the kind of policy you are spearheading in the Province of Ontario to see that that happens here rather than elsewhere. I wonder what kind of liaison you have had.

Hon. Mr. Bernier: I'm glad to say to the member for Thunder Bay that we've had excellent liaison with four major steel com-

panies in Ontario. In fact, these are ongoing discussions. I welcome your comments with regard to incentives because the member for Sudbury East doesn't believe in incentives—

Mr. Martel: I will have lots to say when I get my turn, Mr. Minister.

Hon. Mr. Bernier: —but I think the member for Thunder Bay really appreciates the situation.

Mr. Martel: You can play little games all you want.

Hon. Mr. Bernier: He appreciates and knows the situation in northwestern Ontario.

Mr. Martel: You haven't even got a clue what's going on in the mining industry. That's the trouble.

Hon. Mr. Bernier: But he knows the situation.

Mr. Martel: When you find out there are only 36 major mining companies in all of Canada—

Mr. Chairman: Order.

Mr. Martel: —you are not talking about Mickey Mouse outfits.

Hon. Mr. Bernier: You talk in generalizations.

Mr. Martel: I'm not generalizing, I am using specifics.

Hon. Mr. Bernier: When it comes to twisting figures, you're great at it.

Mr. Martel: We're talking about—

Hon. Mr. Bernier: You're great at it.

Mr. Chairman: Order.

Hon. Mr. Bernier: You twisted my figures.

Mr. Martel: The vast majority of the properties developed in all of Canada—

Hon. Mr. Bernier: That's just what you do.

Mr. Martel: Don't give us that nonsense.

Hon. Mr. Bernier: You twist and turn all the time.

Mr. Martel: You've had your opportunity.

Mr. Chairman: Mr. Stokes, will you continue?

Mr. Stokes: No, I am waiting for a reply.

Mr. Chairman: Mr. Minister, will you—

Hon. Mr. Bernier: I couldn't miss the opportunity.

Mr. Chairman: Will you reply to Mr. Stokes?

Hon. Mr. Bernier: I will.

Mr. Martel: You will have more opportunity.

Mr. Stokes: He provokes the minister much more than he provokes me.

Hon. Mr. Bernier: The liaison has been very good. It's an ongoing one. We were very much involved with the situation at Sault Ste. Marie. I think it's fair to say that we didn't appreciate that company going to another country to get their ore reserves. We did everything in our power to encourage them to open up a development in northern Ontario, where we have really an abundance of iron ore. In fact, the experts tell me that in Canada alone we have sufficient known iron ore reserves at the present rate of consumption to last us about 300 years, so we have plenty of iron ore.

Getting back to the Lake St. Joe operation, I think the member is correct in saying that we have the ore body. I understand they have a portion of the markets now nailed down. But I say to you that they will require special consideration for the export of additional quantities of ore if they are going to meet the requirements that will make that a viable operation.

I think you heard Mr. Jones admit in Nanticoke that they had a market for 2,000,000 tons nailed down. As we indicated in the Algoma situation, they felt equally strongly that they had to have markets for 4,000,000 tons to make that kind of an operation viable. We accept that. We've done some work on it and we think they are correct. It has to be that large. In fact 4,000,000 tons is the bottom of the line.

We are examining that very, very closely. We want that Lake St. Joe development to go. I think it's fair to say that western Canada wants it to go. There are no iron ore deposits or developments in Manitoba at the present time. They have a steel rolling mill in Selkirk, Manitoba. They are most anxious to have an outlet for this type of ore.

Mr. Jones was in Victoria, BC, with the mine ministers, at which time he presented his company's proposition or his company's plans and indicated, of course, that they were prepared to supply the needs of western Canada from that particular ore body. He asked the co-operation of the various prov-

inces not to encourage other ore bodies or smaller ore bodies to come into production which would upset this major one of a high quality calibre. There were no commitments given, of course, but he made a very excellent presentation.

I understand we are getting very close to the time when we have to make a decision with regard to the export of certain amounts of concentrate or pellets. For those who are not familiar with the iron ore industry, I think they should realize that since we moved into pelletizing—that is semi-processed iron ore—it is providing the number of jobs, to which Mr. Haggerty refers. I look at—

Mr. Stokes: Just ask the people at Atikokan.

Hon. Mr. Bernier: Right. Griffiths Mine is a good example. Since they moved into pelletizing—and of course they have even taken that next step—extra jobs are created in our province. Certainly I think the government's wish is that we could process it completely and fabricate it and have a steel mill right in Ontario. This would be tremendous if we could, but we don't have the capability to use that quantity.

Mr. Stokes: All right now, I just want to ask—

Mr. Haggerty: Perhaps a little gentle persuasion could move that along?

Mr. Stokes: In connection with the liaison, as is always the case in northern Ontario, transportation cost is the one factor that militates against the development of even raw materials in the north, because of the freight rate policy laid down by the federal authority. I understand that in preliminary discussions with the major carrier in the area, which happens to be the Canadian National Railways, Mr. Jones stated—and he said I can quote him—that because of the unwillingness of CNR to co-operate, and because of their freight rate policies, Steep Rock was considering a pipeline, a 12-inch pipeline, for about 70 miles in order to bring down the sludge or the slurry or whatever they call it, to the railhead.

Have you had any discussions with the Northern Ontario Transportation Commission in order to demonstrate to Steep Rock Iron Mines there may be an alternative? Because if you allow them, or if you sit idly by while they build a pipeline which is going to do nothing but haul slurry one way, it's not going to add to the ability of that area to develop in the way it has the potential to devel-

op. You can't haul any other goods, you can't haul people, through a 12-inch pipeline.

If you can co-operate with other ministries of this government to go in there, if the private sector isn't willing—although I don't suppose you can call the CNR the private sector but most times it acts like it—if they aren't willing to co-operate to the extent that this huge development, the largest ever undertaken in northwestern Ontario, becomes a reality surely there are alternatives this government can undertake in order to make that operation and that development much more viable and provide many more alternatives to a 12-inch pipeline.

I think it's common knowledge that, of course, the whole history of our country is based on it being opened up by the construction of a railroad. The new community, or communities, which will be established around this resource development can be given much more diversification. You can talk in terms of a major pulp and paper complex on Highway 599, based on the tremendous wealth of untapped resources; there are trees 24 in. on the stump which are just blowing over and going rotten for the want of use. That is the case, Mr. Chairman.

Mr. Chairman: Sort of a wilderness park.

Mr. Stokes: No. We have enough parks in that area; and parks don't provide too many jobs, thank you.

Mr. Martel: Neither does mining.

Mr. Stokes: We are interested in greater utilization of resources that are going unharvested at the present time. And if you do prevail upon your cabinet colleagues and the Ontario Northland Transportation Commission to provide another means of transportation, our options are much greater than with the construction of a 12-in. pipeline. So I'm wondering, where is it? I think you should be the catalyst for this kind of dialogue, and I'm wondering if in fact you are doing this.

Hon. Mr. Bernier: Well, it's a very good point, Mr. Chairman, because it's an area where we have been working very closely with the Ministry of Transportation and Communications.

When we first heard about the enthusiasm of Steep Rock Iron Mines to develop St. Joe Lake—and, of course, transportation, electrical power and gas lines are the things that are required—they indicated to us at that time that their negotiations and dealings with both of the major railway lines in Canada

were not too productive. They admitted this at the first meeting we had with them.

At that time we of course felt, and have always felt, that the Ontario Northland Railway, a development road—we see it on every one of their box cars—should be heavily involved. This was a decision that was very easy to come by, and I can say to you that Ontario Northland officials are in northwest Ontario, in the Pickle Lake and Savant Lake areas, examining this possibility at the present time.

I think this will give the Ontario government an extra lever if we have to do something about the freight rates. The presence of the Ontario Northland Railway will give us that extra lever to do something about those freight rates, which deny the opening of many of these iron ore bodies.

We will be there, of course, and certainly if we can work out something I'll be the first one to press upon my colleagues the need to move in that direction.

In this same vein, I think the announcement made by the Premier in the Legislature today in connection with the new kraft mill at Thunder Bay lends itself to support such a railway link into the St. Joe Lake area, because the timber for that particular mill—

Mr. Stokes: Their limits stretch right up into that area.

Hon. Mr. Bernier: Yes, they border Highway 599; in fact, they go from Allan Water to west of Savant Lake and right up to St. Joe Lake. This is a forest reserve that was set aside a couple of years ago during the interim period of planning and development by the company itself. So the resources are there, and I think some major transportation facilities will be required to bring down the wood resources from that particular area. When you consider that Great Lakes Paper Co. will be using about a million cunits a year when it gets in full operation, I don't think our highway system can really support the movement of that resource—

Mr. Stokes: Well, we can get into that on the next vote.

Hon. Mr. Bernier: Yes.

Mr. Stokes: All I want to say is, make sure that you've got your foot in the door early and make sure that you're carrying on an active dialogue with everybody who might facilitate the development of this tremendous amount of new wealth. And after you've done that, make sure that as much of the processing that is able to be done in the area is

done in the area to provide some viability for those communities that have been looking for this for so long.

Mr. Chairman: Thank you, Mr. Stokes.

Mr. Ferrier:

Mr. Ferrier: Mr. Chairman, I have got several things that I want to deal with, recognizing that other members of my party will deal with some other points in greater detail.

A year ago I asked the minister about an exploration licence that was probably going to be granted to Aquitaine in the area between Moosonee and Cochrane. Could he tell me if that licence was granted and what indication he has of activity by Aquitaine in that area?

Hon. Mr. Bernier: I think maybe Mr. Jewett will elaborate further on it. I believe that was the matter to which you referred when they did some drilling for gas and oil in that particular area and they had a poor season weather-wise and they had to withdraw some of the drills.

Mr. Ferrier: I gathered it was more in line with mining than gas and oil.

Hon. Mr. Bernier: Maybe Mr. Jewett would comment on that?

Mr. Jewett: If you would allow me, I would like to have Doug McLean, the head of the petroleum resources section in the ministry, answer that question for you, if he would come forward.

Mr. D. D. McLean (Supervisor, Petroleum Resources Section): I think the question probably referred to the mining licence of occupation. Aquitaine do, in fact, hold oil and gas licences of occupation in the lowlands as well. They did drill one well last year which was a dry hole. As Mr. Bernier has pointed out, two other wells were not able to be drilled because of weather conditions. I am not able to discuss the mining activities; maybe Dr. Pye could elaborate further on that. Their mining licence does not overlap the oil and gas licence.

Hon. Mr. Bernier: Which one? Are you interested in both?

Mr. Ferrier: Yes, I would like to know especially about the mining—if they are doing anything with that licence they have.

Dr. Pye: I haven't heard of any activity recently. I know a year or a year and a half ago they were exploring for lead and zinc in the area. They were looking for reef struc-

tures in the basement and hoping to test them for lead and zinc. I haven't heard any results.

Mr. Ferrier: Actually though, with granting them that licence, they are doing something with it. They are not just sitting on it.

Dr. Pye: Oh, yes.

Mr. Ferrier: That is what I am concerned about.

Dr. Pye: They are not sitting on it.

Mr. Ferrier: I had some prospectors who were upset that they got the licence. They said that they felt the prospector should have been able to get in there and do some of the staking.

It was stated, I believe, by the minister when we debated this before that it was in an inaccessible area and the likelihood of doing any work on it in the normal way was pretty slim, so that he felt that the licence was valid and fine. I am not going to dispute that, but I just wanted to make sure that Aquitaine, once they had the licence, were prepared to do something about it.

Dr. Pye: Yes, they did do work. I am not so sure whether they are working at the present time, but they have done work on the grounds. It could be that they are assessing the results of previous work and will be going back.

I was going to say about the prospector, that there are no outcrops there. It is all swamp, and it is very difficult for the ordinary prospector to do anything without using expensive geophysical tools.

Mr. Ferrier: It is worth while knowing that.

The next item that I want to deal with is Texasgulf. In their third quarter report, they announced that they had discovered that, much better findings existed in their Kidd Creek mine than previously had been known. In discussing the matter with one of their officials, he mentioned that if in processing these ores circuits can be set up for the ore with its own particular composition and such, it is possible to recover a good deal more in the circuits than they can recover if they ship the concentrates to another smelter or refinery for processing. I noticed this paragraph in their third quarter report. It says:

Engineering and feasibility studies on a copper smelter and refinery to process the increased copper production are also under way. It is expected that firm decisions on details of the copper smelter and on the second stage of expansion of mine and concentrator will be made in the near future.

Mr. Minister, can you tell us if you have had any discussions with Texasgulf as to what location they are considering in building this copper smelter? Is it likely that they are going to build it near the source of the ore body?

Are you going to exercise any influence or control on them if they decide that they are going to go ahead with a copper smelter? Are you going to exercise some control to make sure that it is at least in Ontario and preferably in the Timmins area?

Hon. Mr. Bernier: I certainly am aware of your desire, of course, to have such a major development proceed in the Timmins area. I have to say to you that we've had some very high level discussions with the Texasgulf people; in fact, I think it was as late as last week they were in to discuss this particular report. I think it's fair to say that, at this point in time, they have not made a decision as to where this particular facility will be established. They have asked us if we would give them the benefit of our advice as to where we think it should be in the best interests of the province.

I would have to say to you that our best interest, of course, would be to encourage such development along the lines that it would be economically feasible for them to take in custom smelting. As you are aware, we did have a study done on the possibility of a copper smelter being established in northern Ontario. We are updating that information on a regular basis and it would seem to me that if we didn't have sufficient to go ahead with a custom smelter, possibly in northwestern Ontario, maybe we could have a smelter that would take in ore from other mines if this was possible, considering the complexity of some of the ores. That would be my leaning, that we should encourage the company to go along these lines.

It's a question, of course, of some magnitude, financially. We will be working along with them very closely. We'll certainly keep Timmins in mind in our brief discussions, but we have to look at the entire province relating to the custom smelting aspect.

Mr. Ferrier: Obviously, with the availability of the ore there it cuts down on the transportation costs a great deal for Texasgulf if they build their smelter right there. I gather they've committed themselves at least to build a smelter?

Hon. Mr. Bernier: No, I don't think that's correct. They're examining the feasibility. There was a report in the Northern Miner, I

believe, and I might not be quite as accurate as the report.

Mr. Ferrier: In this regard, I've brought it up in estimates of various ministries before that it makes a lot of sense to join Timmins up with the CN line going east and west around Foleyet. This would mean that there would be a link to Timmins this way by rail so that ores from other parts of the country could be brought in for a custom smelting operation. I suppose they didn't build a large enough zinc refinery to look after their own needs, let alone the needs of a lot of other zinc ores in the province and in the country.

In your statement about granting exemptions to companies to process elsewhere, zinc was one of the metals which are apparently going to other places to be refined. It's unfortunate that the Texasgulf refinery isn't large enough to do that. Perhaps in the future they will look at that aspect of it.

Just thinking about Timmins, the zinc refinery has made a tremendous difference to the economy of the area and the uneasiness that existed at the closing of the Hollinger Mine and other gold mines has now given away to a new optimism and look to the future. I would say that this would solidify the economy that much more in that area. I'm delighted that Thunder Bay has got this tremendous investment coming in from Great Lakes Paper—

An hon. member: Pulp and Paper.

Hon. Mr. Bernier: The kraft mill—because of the policies and direction of this government.

Mr. Ferrier: About the kraft mill, that's a great help to that area. This other would give us that much more of a strengthening of our economy in the northeast.

Hon. Mr. Bernier: If I may interject on this point, sir, you're referring to a zinc smelter. I'm sure you've heard me refer to a study we initiated in conjunction with a copper smelter. We started one for a zinc smelter. I expect to have that in my hands in the next short period and it will be examined very carefully within the ministry and, of course, we will then release it for publication to encourage the industry if it's positive. I'm hopeful it will be.

Mr. Ferrier: If another zinc smelter can be built in Ontario some place and if it does the same for another community that it has for Timmins then this is a tremendous achievement. I hope that it will be possible

to have another zinc refinery built here in the province.

It's not customary for me to say anything too complimentary about a mining company but I'm going to compliment one company and go after another one.

It's not normal that Noranda has been concerned, shall we say, about the social and economic aspects of a region. But in the last couple of years, especially in regards to the gold mining industry, they have sort of concentrated all their gold operation in the Timmins area at Pamour and have taken control of the other gold mines such as Aunor and Hallnor and are operating it all under the one roof.

They also have moved out and I believe they have got another gold ore body that they are working on and they are also looking at some other prospects there.

They are looking ahead at this time, it appears, to the future of their industry and the future of the community and I think they have assured the union people in Timmins that there will be a Noranda presence in Timmins for quite a long time to come. This will provide jobs in the gold mining industry and the jobs now, because of the rise in the price of gold, are more in line with the other aspects of the mining sector than they have been in the past. Granted, they've still got a far way to come, but they are better.

I contrast the attitude of Noranda with that of McIntyre since it's come under the control of Canadian Superior Oil. I'm told by union officials that the attitude at McIntyre now is to gut the mine to get out the high-grade gold that is left there as quickly as possible.

They are not balancing the high grade with a lower grade of gold, which Noranda has been doing, but get all the topnotch stuff out as fast as they can; thus, they all cut down on the longevity of the mine. We will see the mine close down that much more quickly and with a mine of the size of the McIntyre closing down you can well imagine the economic and social dislocations for the community and for all the workers who are involved there.

I wonder what policy you pursue in your ministry in regards to the mining companies of this province developing their ore bodies and the way they do the mining? Do you have any control whatsoever, as to the grade of ore and have discussions with them as to how long the mine is to last or, if they want to go ahead and gut it, do you give them a

free hand to just go ahead and do that very thing?

Hon. Mr. Bernier: No, we don't get involved in the actual operations of their ore body. This is something that is left to the private sector. After all, there are shareholders, there are managers and—

Mr. F. Laughren (Nickel Belt): They are worried about high-grading.

Hon. Mr. Bernier: —they are responsible people. They have to answer to those people. I don't think any private company would want to close down a mine intentionally. You'll recall we were at the McIntyre mine when we had the member's tour and I was impressed to learn that McIntyre—

Mr. Stokes: You did a little high-grading there that day yourself.

Hon. Mr. Bernier: Yes, I did. I have it encased in Lucite and it's very, very nice.

But, you know, we heard Art Adamson, is it?—the manager there, indicate to us that McIntyre was showing an increased interest in copper ore reserves. They are going back over some of their areas or tailings and so on.

They are really interested because of the declining quantity and the quality of the gold ore. This is something I suppose any mine has to live with. I am sure that with the increased price of gold today that they are really examining those ore reserves that they have with the thought of developing them. I don't know of any mine that is in operation today that will not want to develop those ore bodies.

Mr. Ferrier: I will tell you this—

Hon. Mr. Bernier: With the quantity of gold, they are set up to do that.

Mr. Ferrier: Noranda is developing its ore bodies, the ones it has in the area, but it is doing it in a much more responsible way, I would say. It is not trying to just get the high-grade ore and leave the low. It is balancing the two together.

If you look at the profits of the Pamour mine, they are up. It is giving a good return to the shareholders. I don't think you can say that the practice that is being carried out at the McIntyre is that general.

It seems to me there is a lesson from the experiences we have had in Timmins and those my colleague from Thunder Bay relates to you about the gold mining communities. As the ore became depleted and

the gold mines shut down in his area and Kirkland Lake and Timmins and wherever it might be, then the social costs are not costs that are borne solely by the miners themselves. They are also borne by the public purse as well. I think that you can say there has been quite a bit of cost to the taxpayers of this province in some of those areas.

I don't think that we should say that we are going to leave it to private enterprise to go ahead and do as it likes and to develop just the kind of exploitation programme that it wants. I think that there is a definite place for government involvement here and for government to have its say in what goes on. I don't think the mines should have just a free hand to do what they like. I think that you have got to take another look at it and to find ways of being in consultation and to know what's going on—and if it is not going on favourably, then to have some control or influence in the future of the particular mine.

Hon. Mr. Bernier: Of course, I have to say that the comments that you are making today must be on hearsay evidence.

Mr. Ferrier: You might say they are hearsay evidence, but certainly a number of the members of the union feel strongly about this.

Hon. Mr. Bernier: As we go down the road, with the problems that we have experienced and the experiences we have had, particularly in the gold mining camps, it may well be that we should have a better handle—especially on the ore reserve situation.

I think the mineral policy objectives to which the federal government and the nine provinces have agreed require that we have a better handle on the known ore reserves of the various mines so that we, as a government, can plan community development and what will happen to the future of these areas. It is along these lines that I think maybe we should be going.

Mr. Ferrier: If you read each of the annual reports of some of these mines for the last five or 10 years, they still have the same known ore reserves as they had the year before. They keep exploiting them year after year. Surely they are not finding just about the same as they have exploited? Surely they know what's there, or at least have a much better picture than what they are putting in their annual reports?

Mr. Martel: To the pound. To the pound, I am told.

Mr. Ferrier: Maybe even from the shareholder's point of view they are not even letting their own owners know what is going on.

Hon. Mr. Bernier: I think there may be some truth in that—

Mr. Martel: They know more about the reserves than your ministry knows.

Hon. Mr. Bernier: Yes, I guess they do.

Mr. Martel: That's sickening. And that's what makes it sickening when you invest the money—

Mr. Chairman: Mr. Ferrier, have you completed?

Mr. Martel: —and they don't even tell you what their reserves are.

Mr. Ferrier: I just want to make another point and raise this silicosis business again. Once you get that report of Dr. Patterson's what are you going to do with it?

Hon. Mr. Bernier: Certainly, we will look into it and examine it very carefully within our own ministry and, of course, Health will have a tremendous input.

Mr. Martel: That's three years we have been waiting for that report.

Hon. Mr. Bernier: Dr. Patterson has been very ill, I understand.

Mr. Martel: That report was supposed to be ready during the debates on the mining bill in 1970.

Hon. Mr. Bernier: I think it just recently appeared on our desk.

Mr. Martel: Take it out of mothballs.

Hon. Mr. Bernier: When did you receive that report?

Mr. H. F. R. Davis (Director, Mines Engineering Branch): The report was submitted by Dr. Patterson in late August I think, and since that time we have been consulting with the experts in the Ministry of Health and the Workmen's Compensation Board and we are still awaiting further confirmation of facts.

Mr. Martel: We were advised in the debates on the mining bill in 1970 that that report was going to be ready that fall.

Mr. Chairman: Mr. Martel, order.

Hon. Mr. Bernier: I think it was tremendously difficult to take on the responsibility

to do this report for the government. It is a very complex area to deal with.

Mr. Martel: It was supposed to be ready in the fall of 1970.

Mr. Ferrier: I'd like to just pursue—

Hon. Mr. Bernier: To be critical of Dr. Patterson, I think, is not right, really.

Mr. Ferrier: I'd like to pursue this a little bit further and then the other gentlemen, if they would like, can come in afterwards.

Mr. Chairman: They may be losing their turn. I don't know. You go ahead.

Mr. Ferrier: I think it is fair to say that Dr. Patterson didn't submit the report as you had hoped. I think you are disappointed as well as I. The thing is, once you have got this report, are you prepared to make recommendations and changes as far as workmen's compensation is concerned?

In that same vein, I was informed by a senior official at the Workmen's Compensation Board, and—I am not sure whether it is in the whole of the United States or not, but he was talking about black lung disease and about lung impairment generally among those who had worked in dust exposure in the mine industry. He says that the Americans—I believe he brought the name of Taft out in this—are adopting a law saying that if a man who has worked in dust exposure for 10 years in the mining industry develops a severe lung impairment, there has got to be a relationship between that and his work and his involvement with the dust, and thus they are prepared to recognize the lung impairment.

I am wondering if you are aware of that legislation and that policy that the Americans have adopted or are considering, and if you are not aware of it, is there a way that you could find out what in fact they are doing?

Hon. Mr. Bernier: I am not aware of it. Maybe members of the staff are. If we are not, we will make ourselves aware of it.

Mr. Haggerty: You know what has happened to that? That is the occupational hazards bill in the United States and there is a big lobby by companies over there that don't want this legislation to come forth. You can see the same thing working over here. This government is a little bit lax in bringing about the proper legislation.

Mr. Chairman: Mr. Haggerty, I have you down for a little later.

Mr. Ferrier: May we be assured, Mr. Minister, that you will in fact let us see that report once your officials have had a look at it and we can get a copy of it?

Hon. Mr. Bernier: I will want to examine the report myself and have a careful look at it with the various ministeries. It will be dealt with in the same efficient, diligent way that we handle all other reports.

Mr. Ferrier: I know the former report from Dr. Patterson, commissioned—

Mr. Martel: Even from Inco I have seen them doctored up.

Mr. Ferrier: —by my predecessor from Cochrane South, was published in a brochure or in some kind of a document form, something like this, and Allan Lawrence when he was Minister of Mines was kind enough to send me a copy.

I don't think that Dr. Patterson is going to report something that is so confidential. If he does report it and you don't act on it, then I think you stand condemned.

I won't go on and say too much more. I just want to make some concluding remarks and then I know my other colleagues here will likely get in on it.

How much extra revenue are you projecting this year from the mining industry, in view of the fact that the price of gold, the price of nickel, the price of zinc, the price of copper and so on have gone way up? The share-holders of these companies, if what we read in the *Globe and Mail* business section is correct—

Mr. Laughren: This is the information the minister would have. This information will be accessible to him. It's strange, isn't it?

Mr. Ferrier: —are making profits three and four times what they were showing a year ago. Now, how much extra taxation revenue is the minister getting—

Mr. Haggerty: He has never had it so good.

Mr. Ferrier: —for this province from this new help for the mining industry? And maybe as a corollary, one would ask how much extra is he going to put back into the north because of the new wealth? Or is the taxation level continuing so low that it is just not making any significant contribution to the consolidated revenue fund of the province?

Hon. Mr. Bernier: Well, let me point out that the provinces across Canada, as I have said on other occasions, follow the pattern

set by the Province of Ontario when it comes to mining taxes. My colleague has his particular party involved now in the administration of the affairs of other provinces, and they are looking to us. They confer with us on a regular basis about these things. But last year—

Mr. Martel: Except Barrett.

Hon. Mr. Bernier: —we took in about \$16 million in mining revenue.

Mr. Martel: \$16 million! What was the value of mineral production in Ontario last year?

Mr. Chairman: Mr. Ferrier has the floor and the minister is answering his question.

Hon. Mr. Bernier: Await your turn.

Mr. Martel: I just want to know what the value of mineral production was last year.

Mr. Chairman: Mr. Martel, don't interject on your colleague.

Hon. Mr. Bernier: This year, because of the fluctuation within the markets, they are moving at such rapid rates we could receive as high as \$31 million. Those are our estimates.

Mr. Martel: Holy smokes! Two per cent.

Mr. Ferrier: Now we have got my colleague here exercised, I am quite prepared to give up the floor and give him his chance to get into the debate.

Mr. Martel: We will.

Hon. Mr. Bernier: Two per cent. That's the way the member figures? From \$16 million to \$31 million, he calls it two per cent? That's a typical NDP percentage figure.

Mr. Martel: Year by year.

Mr. Chairman: Mr. Laughren.

Mr. Laughren: Thank you, Mr. Chairman. I shall attempt to discuss this vote with logic, although I will have difficulty keeping a note of contempt out of my voice because there is no ministry of the government that I regard with so much contempt as this one. And I guess, Mr. Chairman, it's because there are a number of ideological watersheds and the ownership of resources is one of them. It is understandable that this government treats its resources as though it was the caretaker for the private sector in the exploitation of those resources.

I shall not rehash the Kierans report because I am sure that the minister has had his officials prepare a rebuttal to Kierans for him.

So I won't get into that, but I think that everyone would agree that the only criteria for the management of our resources is to obtain, as Kierans said, the maximum benefits for the people of the province.

It is abundantly clear that this province is not achieving that. The tax revenues that the minister talks about are not significant in terms of the revenues that are generated elsewhere in the province. That's why I think that the whole tax debate in the resource industry is a misguided one.

As long as we are playing the game according to the minister's rules, I suppose we have to debate with him the kind of taxes that we derive from the resources. But I feel very strongly that, with minerals being the backbone of our resource industry, when we talk about the taxation of the mining companies we are talking really about crumbs from the table.

What I am suggesting to the minister today is that we want a piece of the table. We don't want any more of the crumbs—and that's all the government is getting through taxation.

Another reason that taxation is not the answer in the mineral industry—or elsewhere in the resource industry, as far as that goes—is because taxation can, I agree, restrict growth. I am not for the restriction of growth. Taxation can encourage the high-grading of our minerals and I am not for the high-grading of our minerals. But you realize, of course, that if we could remove taxation as a consideration in the resource industry, we would remove the problem of restricting growth. So I would propose to the minister that he doesn't need to tax Crown corporations and that we should move in that direction.

Mr. Martel: I'll buy that.

Mr. Laughren: I think also that the entire debate over the secondary industry in northern Ontario, about which everyone talks, is distorted as long as the resources remain in the private sector. Only an act of public involvement in the mining industry will provide the necessary key link between our resources and the development of secondary industry tied in with those resources in those communities in northern Ontario.

I suggest to you, Mr. Minister, that will never happen as long as the private sector controls our resources. There is no reason for it to happen. There is no motivation for the private sector to develop secondary industry in northern Ontario, unless of course you choose to provide the kinds of incentives to them that border on obscenity—in giving

them tax breaks and land to develop secondary industry.

I would like to propose to you some of the possibilities that will be opened up if you were to move aggressively into our minerals by public involvement.

First of all, it would allow this province to develop an industrial strategy for the entire province that would prevent the kind of distorted growth that is there now and has been there traditionally, between northern Ontario and southern Ontario. The growth centres are virtually all in southern Ontario.

It would make possible long-range planning in those communities in northern Ontario that depend on minerals for their very existence. I am thinking of things like land planning, housing and employment. One needs to look no further than the Sudbury area in which I live to see where there is no planning because the resources are in the private sector. As long as it remains there, there is no rationale for planning.

Third, there would be an opportunity to develop in the resource field a model corporate citizen in the form of a Crown corporation. Such a corporate citizen could be a model in terms of employee-employer relations, the development of a community that is built for the community, and has some of the amenities that communities in southern Ontario have but which are notably absent in the north. Such a Crown corporation would be a model corporate citizen, in terms of providing the men who work at those places—and women, hopefully—a chance to have a say in how those corporations are run. By having a say, I mean a say in what is produced, how it is produced, pollution control. At the present time the employees of a firm have a great deal to lose if there are not proper pollution controls. They don't have any say in it. They have a pitiful say in safety standards within a mining corporation—

Mr. Martel: Don't have any.

Mr. Laughren: —and that too could be changed if you had a Crown corporation or a number of Crown corporations in the mining industry.

There would be an end to the kind of high-grading that we suspect is going on now. My colleague from Cochrane South has brought that up, and you yourself admit that you don't know if high-grading is going on in the mining industry. I would suggest to you that you really have abandoned your responsibilities if you cannot assure us that there is no high-grading going on in the mining industry

for the short term benefit of the corporations. You truly have abdicated your responsibilities.

An act of involvement by the public sector in mining would give us an opportunity to develop some research facilities in northern Ontario dealing with the mining industry. I can think of no better place than the Sudbury area to do that. We have a university there. We have a community college there. And we have an enormous supply of minerals. Yet it is just not there. The research that is being done is all being done in the south now.

There could be an entire resource education centre in northern Ontario working in co-operation with such a Crown corporation or Crown corporations. Hopefully, there would be more than one. I can think, for example, of metallurgy and engineering. There could be an opportunity to use the resources in an educational sense. As far as the community colleges are concerned, there is an opportunity there for co-operative LIP programmes between the colleges and the Crown corporations. It is pathetic to see in Sudbury Cambrian College with a mining programme that has virtually no students. Yet there they are, in the heart of the mining industry in this country, let alone this province and yet, they can't make use of the minerals and of the technology that is there simply because it is controlled by the private sector.

Hon. Mr. Bernier: You want us to tax them out of existence.

Mr. Martel: Oh, you are not for real.

Hon. Mr. Bernier: You want jobs for the mining industry.

Mr. Martel: You are really out of the picture.

Mr. Laughren: The limits to your vision are mind boggling. You have a knee-jerk reaction that is classical. It is probably only exceeded by the Solicitor General (Mr. Yaremko).

Mr. F. S. Miller (Muskoka): I was thinking of you guys.

Mr. Laughren: I think that most important of all, Mr. Chairman, in the involvement of the public sector in mining—

Mr. Martel: Bankrupt of ideas.

Mr. Laughren: —would be the removal of the kind of feeling that exists now in northern Ontario where there has been an attempt of late, and there is an attempt every few years, by people to get the citizens all stirred

up for a separate province in northern Ontario. The New Democratic Party members have not supported such a move, even though we would obviously form the government if such a thing occurred. One of the reasons is that under the plans that these people have there would be no change in the power structure in the north. The ownership would still reside in the private sector and the population would be no better off than it is now.

There is a sense of real injustice in that people know that there is more being taken out of the north than is returned. What is the Conservative government response to that? The response is that the government spends more money in northern Ontario than it gets back in tax revenues.

I would say to you, Mr. Minister, that if that is true, and it could very well be, it speaks more about the failure of this government to develop the north than it does at what it is giving to the north. The population is leaving. You don't have the secondary industry that would provide the kind of taxation. You don't have taxation of the resource industry that would provide the kind of tax revenue that is necessary. Is it any wonder that you have to provide more money up there than you are getting back in revenues?

Mr. Martel: It is sad when you have a minister with a closed mind.

Mr. Laughren: It is sad, Mr. Chairman, that this minister resides over the depletion of the north. It is not just the resources, it is the depletion of the north. As a matter of fact, he is speeding up the process. He is not doing anything to help it at all.

I would like a response from the minister as to why there cannot be a staged government intervention in the mineral industry in the form of phasing-out of leases and taking over by the public sector, such as Kierans recommended; why there cannot be public sector exploration going on in the mineral industries; and why indeed there could not be an industrial strategy based on the resources in northern Ontario. The entire province would benefit.

Mr. Chairman, I would like to move to a report, which I don't endorse in total, called "Foreign Ownership in the Mining Industry," prepared as part of a study on foreign ownership, corporate behaviour and public attitudes for the select committee on economic and cultural nationalism by Kates Peat Marwick and Co. This report was published

within just the last couple of weeks and it says some very interesting things.

Mr. Martel: You want to believe it.

Mr. Laughren: For one thing, it comments on the concentration of business within the mining sector. For example, over 77 per cent of all revenue generated in the mining industry in the Province of Ontario was by three firms. You have a tremendous concentration and when I hear the minister or his officials sit there and say that the cost of exploration is very difficult and you have thousands of prospectors out there beating the bushes and the rocks to see if they can get another rich vein, I know it's a red herring.

Hon. Mr. Bernier: Comments of an uninformed member, really.

Mr. Martel: I sat in on there. I went over the report.

Mr. Laughren: Mr. Minister, there is no more uninformed person in this room than the minister if he doesn't realize some of the benefits that could accrue to the province with involvement by the public sector in our mining industry. Casting slurs upon my knowledge of the mining industry does nothing for your policies.

Mr. Martel: There are no policies.

Mr. Laughren: On the Kates Peat Marwick comments on the desire of the mining industry for political stability, that is a very thinly veiled threat. "If thinks aren't done just the way we want, then we'll pack her in." I'd like to know where Inco would pack her in to, and who they'd leave the resources to? They can't will them. The report says, for example, and this is indicative of the attitude:

All of the companies indicated [in their survey] that exploration funding is sensitive to the political climate and will move easily from one jurisdiction to another. The Canadian firm was particularly adamant that recent policy statements in a number of Canadian provinces could lead to a discontinuance of exploration activity in those areas.

I say that's just fine. If you are going to cave into that kind of nonsense from the mining industry I say that you are abandoning your responsibility.

It's interesting to note, too, Mr. Chairman, just what the attitude of the mining industry is on government involvement and just what is the attitude of government officials on government involvement. I would suspect that

there are people in this room who were interviewed by Kates Peat Marwick when they were doing their survey. I quote, "The reaction by mining companies to the concept of government participation was generally positive—"

Mr. Martel: The minister might read it.

Mr. Laughren: It goes on, "Only the four foreign companies in our survey felt that government should not become actively involved in the mining industry."

The mining industry isn't as paranoid about it as the minister. This is what government officials thought about it:

One government official disagreed with the concept of direct government involvement while the other federal and provincial officials felt that such participation was justifiable. It was suggested that government involvement in a successful mining venture would ensure greater returns to the people of the province. [That's a government official speaking, Mr. Minister.] In addition, private companies may not be prepared to develop holdings due to the firms' individual circumstances such as a shortage of capital. A government agency might not be so subject to such internal considerations.

Mr. Minister, for you to sit there and say that the member for Nickel Belt is speaking in an uninformed way just doesn't hold water.

It's not just me who's thinking about this. If you were to take a referendum in Ontario today I am sure you would find that the public wished to have public ownership of this province's resources. There is no question about it in northern Ontario and I suspect the same feeling is prevalent throughout the entire province.

Mr. Martel: In fact, in a later report to be published that's what comes through: The natural resources belong to the people.

You had better read that report, too, when it comes, Mr. Minister.

Mr. Laughren: I would—

Mr. B. Gilbertson (Algoma): It sounds very political.

Mr. Laughren: I would like to make—

Mr. Martel: He talks nonsense and never reads a book.

Mr. Laughren: —one key quote from Kierans: "One cannot nationalize what one already

owns and it is clear that the province owns its own resources."

The Kates Peat Marwick people conducted more interviews and I quote:

A number of interviewees recommended that the Province of Ontario consider the establishment of a provincial organization that would undertake mineral exploration and development activities.

If the minister is willing to say that the study which was commissioned by the select committee is uninformed, let him say so. Let him be very specific about that.

It's becoming clearer all the time, Mr. Chairman, just who is uninformed.

There is a word of caution, however, in the report and this is it:

The imposition of further processing requirements may place the Canadian mining industry in a position where its ability to compete in international markets may be eroded.

That is by Dr. Cordell, who did a study for the Science Council of Canada. But then he goes on to say:

Additional value added in Canada must be tied to the entire question of an industrial strategy: Which resources and therefore which manufacturing industries should be supported? Considerations of market conditions for the final product, worldwide, will have to be weighed against availability of the resources in Canada vis-à-vis other countries.

And I would ask you, Mr. Chairman, who is doing that in the private sector? There is no incentive for the private sector to do that. That can only come through public involvement in our resources.

If it is not clear after this many years that the private sector has been involved in our resources without public involvement, I don't know what it is going to take to prove it to you. And with an uninformed minister, I suppose, we will never find out.

Mr. Haggerty: I suppose Manitoba is going to follow that policy?

Hon. Mr. Bernier: Seems to be a sensitive area.

Mr. Laughren: Kates Peat Marwick made that very specific recommendation on page 85, Mr. Chairman, if the minister has his copy.

Mr. Martel: Someone handed him a copy.

Mr. Laughren: Thats a very specific recommendation, Mr. Chairman, and I wonder what the minister's comments are. Then they go on to say on page 86:

Direct government involvement in mining could provide the province with a greater return on its mineral resources within the concept of Ontario's existing socio-economic system.

Well, Mr. Chairman, I think it is becoming clearer all the time just who is informed and who is uninformed about the mining industry. I quote again:

A provincial agency could also help to stabilize the level of exploration activity in the province. In addition, if an economic ore body is discovered by the provincial agency, the agency could specify that the mine machinery and equipment purchased contained the maximum amount of Canadian content feasible.

That is what I mean when I talk about a link between resources and an industrial strategy for this province. Because there is no way that the private sector is going to provide that link. That's what Kates Peat Marwick see too; and that's why they make these recommendations. And I am sure that the minister would agree that Kates Peat Marwick are not a wide-eyed radical organization espousing Socialist policies in a free enterprise province. Not even this minister could believe that.

Mr. Martel: Oh yes he could.

Mr. Laughren: No, I don't think he could.

I really wonder, Mr. Chairman, whether the Province of Ontario has some guidelines concerning the development of our resources. The federal government has developed a set of criteria that outlines some of the corporate policies that determine whether a firm is a good corporate citizen in the mining industry. On page 91 there are 12 criteria listed. I would like to put a few of those on the record, Mr. Chairman:

1. Pursuit of sound growth and full realization of the company's productive potential, thereby sharing the national objective of full and effective use of the nation's resources.

Where is the province's guidelines on the development of the province's resources? Well, one could hope that the minister might come up with an answer.

2. Realization of maximum competitiveness through the most effective use of the

company's own resources, recognizing the desirability of progressively achieving appropriate specialization of productive operations within the internationally affiliated group of companies.

What is the position of the Province of Ontario regarding the resource industry in that respect?

3. Maximum development of market opportunities in other countries as well as in Canada.

Perhaps the minister has a policy on that that he hasn't told us about yet.

4. Where applicable to extend processing of natural resource products to the extent practicable on an economic base.

That's talking about secondary industry, Mr. Chairman. I've yet to hear the minister say anything sensible about using our natural resources to build a viable secondary industry in northern Ontario.

5. Pursuit of a pricing policy designed to assure a fair and reasonable return to the company and to Canada for all goods and services sold abroad, including sales to the parent company and other foreign affiliates.

Just what is the policy of this government?

In matters of procurement, to search out and develop economic sources of supply in Canada.

I suspect there are no regulations on that. And finally:

To develop as an integral part of the Canadian operation, wherever practicable, the technological research and design capability necessary to enable the company to pursue appropriate product development programmes so as to take full advantage of market opportunities domestically and abroad.

I am wondering just what the firms in the Province of Ontario are being told. What are the guidelines to the firms in the mining industry in Ontario to ensure that, under the rules of the game that you play, the Province of Ontario obtains maximum benefits from the resources?

Mr. Chairman, I don't expect this minister to embrace my ideas of public involvement in the resource industry. That's why I would like to know the guidelines he lays down to the mining industry, to ensure that the province obtains maximum benefits from the development and processing of those minerals.

Finally, Mr. Chairman, you can see that from Eric Kierans to Kates Peat Marwick to the member for Nickel Belt that we have certain views in common about certain objectives concerning the mineral industry. You'll have to agree that all three are objective people, or organizations. All three are learned about which they speak—

Mr. Miller: I'm glad you're smiling. Let Hansard show that you're smiling.

An hon. member: Pat yourself on the back; nobody else will.

An hon. member: The speaker broke up on that one.

Mr. Laughren: All three are modest—modest organizations or people. Mind you, I would say that I speak for a significantly larger portion of the population than does Eric Kierans or does Kates Peat Marwick. But nevertheless, there's that same feeling that there is an injustice under the present system and that it is virtually impossible to justify the continued depletion of our resources completely within the purview of the private sector.

I would like the minister to comment too on whether or not the Canada Development Corp. approached him, or his ministry, when there was discussion about the takeover of Texasgulf. It would also be interesting to know whether or not there were discussions with other large mining companies in the province such as International Nickel and Falconbridge Nickel Mines.

Mr. Martel: I'll buy that.

Mr. Laughren: And I wonder how the minister feels about the idea of a Crown corporation—namely the Canada Development Corp.—investing public money to buy shares in a private corporation—

Mr. Haggerty: They can do that now.

Mr. Laughren: Would you let me finish please?—and then offering those shares for sale to the public sector, who then buy back shares in the Canada Development Corp. with their money.

Mr. Haggerty: Now you're talking.

Mr. Laughren: How does the minister feel about taxpayers' money being used to buy those shares and then selling them back to the same group of people who now own shares? I sure would like to know how he thinks the population at large is going to

benefit from that kind of pea-under-the-shell game.

Mr. Miller: Pea-under-the-shell?

Mr. Laughren: That's right. I'm sure that the Conservative government probably feels in a very similar fashion to the Liberal government about using public money to provide shares to people who are wealthy enough to buy them. Using public money to do that—it has to be one of the biggest farces ever perpetrated upon the Canadian people.

Mr. Chairman, I'll—

An hon. member: Rest my case.

Mr. Laughren: I'll conclude my remarks on the—

Mr. Miller: June 24.

Mr. Laughren: —vote with the request that the minister respond, in particular, to my questions about the development of secondary industry in northern Ontario, tied to the resources and, hopefully, with public involvement in the mining industry.

Hon. Mr. Bernier: Mr. Chairman, if I may comment on a number of points that the member brought up. I would have to relate to him that the taxation policies of this particular province are very carefully watched by other jurisdictions. It is all very well to make rash statements—

Mr. Laughren: Name one.

Hon. Mr. Bernier: —or statements that deal with a specific area or a specific region of this province. I think that when we make taxation policies with regard to our resources we have got to think broader than that. We have got to think on a national basis. We have got to think on a world competitive basis.

Policies of this government and this ministry have led the mining industry to be one of the highlights and focal points of all Canada.

Mr. Laughren: One of the wealthiest industries.

Hon. Mr. Bernier: Indeed, the entire world.

Mr. Laughren: Mr. Chairman, on a point of order.

Hon. Mr. Bernier: People are coming from other jurisdictions—

Mr. Laughren: That was never the issue. The issue was whether or not the province was getting the maximum benefits from it.

Hon. Mr. Bernier: Wait until I've finished.

Mr. Laughren: Not whether the mining industry was getting the maximum benefits. We accept that.

Hon. Mr. Bernier: Other jurisdictions, Mr. Chairman, are coming to Ontario. Ireland is a typical example. They had given the mining industry a tax holiday, because they realized that they had to get the mining exploration companies into their country to examine their known and unknown oil reserves; a 20-year tax holiday has been cut off just like that. The statement was, "We will go to the Province of Ontario and look at what they are doing because they are the most aggressive province in the mining field in Canada."

Australia is another example of looking to the Province of Ontario.

Mr. Martel: There is a report we've got on that one, too. You had better be careful because I have just finished reading it.

Hon. Mr. Bernier: I would point out when we talk about taxes, the taxes which are imposed on the mining industry under the Mining Tax Act, of course, are based directly on the profits, not to the production to which the member constantly refers and tries to spread that gap as far as he can.

Mr. Martel: Mr. Minister, No, I'll wait. I will come to that.

Hon. Mr. Bernier: The taxable profits were the Act last year in the Province of Ontario—

Mr. Martel: That is the significant thing. Be very careful with that, with taxable profits.

Hon. Mr. Bernier: The taxable profits were \$155 million.

Mr. Martel: By the time you have finished giving it away there is nothing left to tax.

Mr. Chairman: Order.

Hon. Mr. Bernier: Wait a minute. It was \$155 million. The tax thereon under the Mining Tax Act came to slightly over \$24 million.

Mr. Martel: What was the taxable profit?

Hon. Mr. Bernier: It was \$155 million.

Mr. Laughren: A billion and a half—

Mr. Martel: Yes, and what was the value of production at the same time?

Hon. Mr. Bernier: Not—

Mr. Martel: No, don't get away. Don't try and play your little game with figures.

Hon. Mr. Bernier: Now wait a minute. You have been doing that long enough, I'll just try and let me give you—let me finish.

Mr. Martel: Give us the whole picture then. Corporation taxes—

Mr. Chairman: Order. The minister was asked—

Mr. Martel: Don't try to mislead this committee.

Mr. Gilbertson: Don't be so sassy.

Hon. Mr. Bernier: All right, listen, \$155 million in taxable profits.

Mr. Martel: In taxable profits, yes. What was the value of mineral production?

Hon. Mr. Bernier: Corporation tax was \$26 million.

Mr. Martel: Yes.

Hon. Mr. Bernier: The sales tax, \$18 million.

Mr. Martel: Right.

Hon. Mr. Bernier: Diesel tax, \$1 million.

Mr. Martel: Yes.

Hon. Mr. Bernier: Capital tax, \$2 million.

Mr. Martel: Right. What about the value? What was the production?

Mr. Chairman: Order. The minister is in the process of answering Mr. Laughren.

Mr. Martel: What was the production? He is in the process of misleading this committee.

Mr. Chairman: And you will have your turn immediately following.

Mr. Martel: He is in the process of misleading this committee right now.

Mr. Miller: Is this how law and order was maintained in your schools, Mr. Martel?

Hon. Mr. Bernier: Property tax amounted to \$10 million.

Mr. Martel: What was the value of mineral production?

Hon. Mr. Bernier: A total, Mr. Chairman, of slightly over \$80 million that came directly to taxpayers of this province.

Mr. Laughren: What was that as a percentage, Mr. Minister?

Hon. Mr. Bernier: Out of \$155 million, \$80 million was paid back.

Mr. Martel: That's a lot of garbage.

Hon. Mr. Bernier: The mining industry has been recognized over the years, as contributing—

Mr. Martel: What was the value of mineral production at the same time? Let's not play Mickey Mouse games.

Mr. Gilbertson: Oh, who do you think you are?

Mr. Martel: I want to know what the value was.

Hon. Mr. Bernier: As I said earlier, it is directly related to the profit.

Mr. Martel: Was it \$1.5 billion?

Mr. Laughren: Over \$1.5 billion.

Hon. Mr. Bernier: No, it didn't reach \$1.5 billion.

Mr. Martel: How much did it reach then? You've got the figures.

Hon. Mr. Bernier: Mr. Chairman, if I may just carry on—

Mr. Chairman: Yes, Mr. Minister.

Mr. Martel: Boy, what a lot of garbage!

Hon. Mr. Bernier: The member for Sudbury East is trying to twist my words and my facts again.

Mr. Martel: No, you only present half the facts.

Mr. Chairman: Order.

Hon. Mr. Bernier: The facts are there, but you won't accept them.

Mr. Martel: Well, produce the facts on the total production value. That is what you relate it to.

Hon. Mr. Bernier: I did. I told you what the taxable profit was. It was \$155 million.

Mr. Martel: That's nonsense; that isn't what the profit is.

Hon. Mr. Bernier: Certainly it is.

Mr. Martel: They write off one-third for depreciation before they even start, right off the top, which isn't even part of the taxable portion.

Mr. Chairman: I appeal to the member for Sudbury East—

Mr. Martel: The minister is misleading the committee and he is doing it deliberately.

Mr. Chairman: —to show a little more co-operation.

Mr. Martel: Well, tell him to stop deliberately misleading this committee.

Mr. Chairman: The minister is in the process of replying to Mr. Laughren and you are not helping him do so.

Mr. Gilbertson: The member for Sudbury East is beside himself.

Mr. Miller: I have pills that will help him.

Mr. Martel: He is misleading the committee. I can't help it.

Hon. Mr. Bernier: Mr. Chairman, I am a little surprised that the member for Nickel Belt would refer to the Kierans report, really I am. We are all well aware the Manitoba government seconded Prof. Kierans to do a very intensive study of the mineral resources of that province.

Mr. Martel: Have you read it?

Mr. Laughren: It's a good study.

Mr. Martel: It would be way over the minister's head.

Hon. Mr. Bernier: He came up with some very radical recommendations and some far-out recommendations.

Mr. Martel: What did Darcy McKeough say the other day about nationalization?

Hon. Mr. Bernier: When they were announced, some members of the Manitoba government seized on them and ran with them, but, lo and behold, it was the Premier of that province, the very very able Premier of that province, who put the lid on it very, very quickly.

Mr. Laughren: Mr. Chairman, on a point of order, if I may, it is not right for this minister to extract from other jurisdictions that with which he agrees while ignoring that with which he disagrees. That is the oldest

game in the world. Mr. Chairman, I might say through you to the minister that it does him no good at all to point out to me what another jurisdiction did or did not do, unless he is willing to do it all, go all the way and tell me everything that they have done compared to what they have not done.

The member for Sudbury East used the term "deliberately misleading". That is what this minister is doing.

Mr. Chairman: If I might reply to the member; as I have listened to debates here and in the House, I think that is a common practice with everyone. They use what they like.

Mr. Laughren: Speak for your party.

Mr. Chairman: Well, no, I hear this all around the circuit. It is not unusual and I am not going to question the minister. He hasn't completed his reply yet.

Hon. Mr. Bernier: I just have to relate to you that it was that very able premier of the Province of Manitoba who discarded it completely and very, very quickly before it got too large a head of steam in the Province of Manitoba.

Mr. Martel: He did that in The Pas, too, didn't he?

Mr. Martel: He bailed out with the Tories, but not in The Pas. You forgot that.

Hon. Mr. Bernier: He put the brakes on it.

Mr. Laughren: Just remember when you are criticizing him for other things that you have already said he is a very able premier.

Hon. Mr. Bernier: Yes, I commended him for that action and I will do it publicly as I am doing right now.

Mr. Laughren: Stick to this jurisdiction.

Hon. Mr. Bernier: It was the right direction to take because the Kierans report would never be accepted and it could never work in the Province of Manitoba, and he knew it.

Mr. Laughren: Just stick to Ontario.

Mr. Haggerty: He didn't adopt the recommendations.

Hon. Mr. Bernier: He certainly did not.

Mr. Haggerty: In time the theses were thrown out.

Hon. Mr. Bernier: That's right, out the window.

Mr. Laughren: Mr. Chairman, you would have ruled me out of order if I had debated the mineral policies of the Manitoba government, would you not have?

Mr. Chairman: Not if they were related to the vote and you were using examples, no.

Mr. Laughren: I see, okay.

Mr. Haggerty: The International Nickel Co. is located in a company town and there is industry there and there are no complaints from the Manitoba government which is NDP.

Mr. Chairman: Order, Mr. Minister, will you proceed?

Hon. Mr. Bernier: Mr. Chairman, I just point out to you that the recommendations of that professor were not adopted by the Manitoba government, and I think wisely so.

In connection with the member's suggestion that the province get involved with the exploration in the mining industry, I would say to him that our MEAP project, the mineral exploration assistance programme, is a step in that direction.

Mr. Laughren: Do you get any equity in return?

Hon. Mr. Bernier: No, we don't get any equity. We get a lot of valuable information and the information is available to the public. I am certainly not turning my back on expanding that particular programme. It may well be you will look at the records in the report prepared by the consultants, Kates Peat Marwick and Co., and see the dry-up of exploration dollars. If you will turn to page 29, you will notice that exploration expenditures in Canada in 1970 amounted to \$115.7 million. And you will notice how they go down to \$86 million. We estimate in 1972 they will be down to \$70 million, and in 1973 they will be down to \$50 million. That, Mr. Chairman, is a sharp decline in exploration; and if you don't look for mines or don't explore them you will never have them.

Mr. Laughren: That's why the public sector should be doing some of it.

Hon. Mr. Bernier: I think we have to accept the fact it is becoming more difficult and more expensive to find mines—

Mr. Laughren: You are supporting me.

Hon. Mr. Bernier: —because all the outcroppings have been examined very carefully. We have to use new science and new technology. It is becoming, as I said earlier,

very expensive. So that it may well be that the province would have to get involved on some basis in this particular exploration—

Mr. Martel: Mr. Minister, I was on that committee; we went over that report very carefully and questioned what caused some of the dry-up. Do you know what some of it was? There was a great debate going on federally on whether to bring in a mining tax; and the big old stick was out again by the mining industry. "You tax us and, by God, we'll dry it up." That's what was going on during those years. I happened to sit on that committee, so don't play games with me.

Mr. Laughren: Crown corporations don't have to worry about taxes.

Mr. Martel: They just dried it up, and that is what you are scared of.

Hon. Mr. Bernier: I have just been informed it is still falling off—

Mr. Laughren: I'm not surprised.

Hon. Mr. Bernier: —and most of the mining taxation policies of the federal government have been announced very clearly in their white paper. As I said earlier, and as the Treasurer of this province has indicated, the mineral resource policy of this government is being very carefully reviewed. This whole question of taxes on our resources is under active consideration.

Mr. Martel: There are so few companies that have so much tied up now that they don't have to even look for the next 50 years. I mean, it is reduced to a point where there are only 36 major companies operating in Canada.

Hon. Mr. Bernier: In all our deliberations, and no matter in which direction we go, I think we can never lose sight of the fact that we are in a competitive world market. The world is becoming smaller and smaller all the time; we have to keep that in mind. If we are going to keep our mines operating and, as the member for Thunder Bay and myself realize, bread on the table—jobs—we need those development dollars.

Mr. Laughren: That's heavy stuff.

Hon. Mr. Bernier: We need the employment opportunities.

Mr. Martel: A guaranteed return of 12½ per cent!

Hon. Mr. Bernier: At the present time, of course, we don't have an unemployment situation in northern Ontario.

Mr. Martel: Do you know what Anaconda told us when we were in New York, talking about the—

Mr. Chairman: Order.

Mr. Martel: Could I just finish this point?

Mr. Chairman: The member for Sudbury East will have the floor very shortly. Can he restrain himself for just a few moments?

Mr. Martel: No, I have to speak on this point.

Mr. Chairman: No, you can't speak on it on this vote. Mr. Minister, proceed.

Mr. Martel: On this point, Mr. Chairman, with the greatest of respect—

Mr. Miller: That's the first time I have ever heard that one!

Mr. Maeck: You are out of order, Mr. Martel.

Mr. Martel: It is a very important point.

Mr. Chairman: You will make it in a very few moments.

Mr. Martel: It is related to what the minister says to my colleague, and I want to relate what transpired in New York with Anaconda and the iron ore deposit adjacent to Nakina. They wanted a 12½ per cent guaranteed return from the day of development in order to open it up—12½ per cent from the development stage to the end. You talk about staying competitive in the market—with a guaranteed 12½ per cent return before they'll open up? Come on!

Interjections by hon. members.

Mr. Martel: They don't want to remain competitive.

Hon. Mr. Bernier: Well, Mr. Chairman, if I had that kind of money, I guess I could put it in first mortgages and get 12½ per cent, so why should I develop an iron ore body in northern Ontario and get less?

Mr. Martel: Oh, come on. You are talking out of both sides of your mouth at the same time.

Hon. Mr. Bernier: But that is something for the financial people—

Mr. Martel: Mr. Jewett can assist you; you need it.

Hon. Mr. Bernier: But getting back to the CDC takeover of Texasgulf, I'll comment

briefly on that. I certainly agree with the ultimate results.

Mr. Laughren: You do?

Hon. Mr. Bernier: I certainly support Canadian ownership of our resources; there is no question about that at all.

Mr. Laughren: Not that way.

Hon. Mr. Bernier: I don't condone the method used, and I have said that publicly. Of course, I suppose this is something for the financial experts to work out.

Mr. Laughren: That's why I brought it up.

Hon. Mr. Bernier: But to use a Canadian company like Noranda as the shield—

Mr. Stokes: They deny it.

Hon. Mr. Bernier: —according to the press reports, and that's all I can go on—

Mr. Laughren: Were you involved in the negotiations?

Hon. Mr. Bernier: No, we had no discussion; and we have not had any discussion.

Mr. Laughren: And yet the resources are a provincial jurisdiction.

Hon. Mr. Bernier: CDC has not discussed a takeover of any major iron ore bodies.

Mr. Laughren: Aren't you offended? Aren't you offended that they just ignored this ministry entirely?

Hon. Mr. Bernier: No, I am not; that is something for the federal government to live with.

Mr. Laughren: You don't have to live with it?

Hon. Mr. Bernier: In our discussions with the federal government we have always made it known, and we will continue to make it known, that under the British North America Act resources of this province come under the complete jurisdiction and control—

Mr. Laughren: Of the province.

Hon. Mr. Bernier: That's for development; but when they come in with federal dollars to take over these major companies under a corporation that they have structured, then we have no input.

Mr. Laughren: With all due respect Mr. Chairman, they made you look like an ass. They moved into the public development of

resources before the province did, and it's a provincial jurisdiction.

Hon. Mr. Bernier: They did not move into the development. They have just taken over the company. That's the financial end of it.

Mr. Laughren: Well, they developed our resources. Why are you playing with words? They took over a company that develops a resource.

Hon. Mr. Bernier: That's right, if they want to get into that field—anybody can get into the field. It's a big field.

Mr. Martel: Even Ontario; even Ontario.

Mr. Laughren: That makes you look impotent.

Hon. Mr. Bernier: The government of the day decided to take that course, and the course was taken—it certainly was.

Mr. Martel: I'll tell you the course we would take in Ontario.

Mr. Laughren: You should be insulted.

Hon. Mr. Bernier: Mr. Chairman I would think that just about winds up my remarks.

Mr. Haggerty: How about that expression used before? I think it should be removed from the record.

Mr. Martel: Oh, get out of here.

Mr. Laughren: What was that?

Mr. Martel: Oh, God, another one with good manners.

Hon. Mr. Bernier: I believe the member for Nickel Belt made some comment about secondary industry. We are of course working very closely with the regional municipality of Sudbury. They have called a meeting which is scheduled for Elliot Lake on Nov. 16, at which time the federal government will be there along with members of this government to examine ways, including a feasibility study, to establish new secondary industry.

Mr. Martel: What was the Design for Development all about?

Hon. Mr. Bernier: This is something that the regional municipality has designed.

Mr. Martel: It will be an exercise in futility.

Hon. Mr. Bernier: We are going to be there.

Mr. Martel: What about Design for Development then?

It's my turn, isn't it, Mr. Chairman?

Mr. Chairman: I am not so sure whether it is the turn for the member for Sudbury East, or not. Maybe he has made his presentation.

Mr. Martel: I haven't even started.

Mr. Chairman: In bits and pieces.

Mr. Martel: No, I haven't even started.

Mr. Laughren: Hang tough, Elie.

Mr. Chairman: Mr. Martel.

Mr. Martel: Thank you, Mr. Chairman.

Hon. Mr. Bernier: Are you going to table your report?

Mr. Martel: I want to ask the minister something. You have just finished making an interesting observation that you are going to go up there and you are going to have some input in another feasibility study. What was that Mickey Mouse programme all about then? It was called Design for Development, do you remember that? The Tory bandwagon came to Sudbury and Charlie MacNaughton unveiled Phase 1, Phase 2. What has ever come of that—outside of telling us that it was unsafe near water?

Mr. Laughren: Window dressing. Just window dressing.

Hon. Mr. Bernier: I am not aware whether the northeastern Design for Development is going to be re-studied at the present moment.

Mr. Martel: And now you are going to study it again?

Hon. Mr. Bernier: But I am very familiar with the one from northwestern Ontario.

Mr. Martel: I am talking about—I don't happen to live there. I am asking about—you are telling me you are going to start.

Interjections by hon. members.

Mr. Martel: The minister spoke about it. He has just finished referring to it.

Mr. Chairman: That would come under the estimates of another ministry.

Mr. Martel: Well, Mr. Chairman, you didn't rule the minister out of order did you?

Mr. Chairman: He was referring to it briefly. You are asking questions.

Mr. Martel: Yes, well I am referring to it briefly.

Mr. Chairman: You want to proceed, Mr. Newman?

Mr. Martel: That's the whole problem with northern Ontario. It's window dressing all the time.

Well I want to ask the minister; his statement made at the Royal York intrigued me. Before I start: you know what the trouble with you is, Mr. Minister? You know what the trouble is? You have surrounded yourself with people who are totally mining industry-oriented and you don't even think for yourself.

Mr. Laughren: All from the mining industry.

Mr. Martel: That's the whole trouble. They are all from the mining industry.

Mr. Gilbertson: It's nice to have people like that.

Hon. Mr. Bernier: Do you want to have veterinarians running the mining industry?

Mr. Martel: Look at who you have got running the department—a grocery store clerk —what's the difference?

Hon. Mr. Bernier: Just making the policy.

Mr. Martel: That's the trouble. They influence you on policy that has never developed northern Ontario one iota yet. Every one of them.

Mr. Miller: Is that an undeveloped town that you represent?

Mr. Martel: And one only has to look at Hansard of Dec. 14—

Hon. Mr. Bernier: And you are telling me a school teacher has all the answers? That's what you are trying to tell me.

Mr. Martel: No, but I am saying that I read a helluva lot more than you do.

Hon. Mr. Bernier: Maybe you do, I am not arguing about that.

Mr. Martel: Yes, right. I'm trying to make up my mind for myself.

Interjections by hon. members.

Mr. Martel: I don't have somebody sitting besides me feeding me all the answers, either.

An hon. member: You don't have any answers.

Hon. Mr. Bernier: They are not giving me the answers. Not at all.

Mr. Laughren: That's why we are not getting anywhere.

Mr. Martel: When we talked about Anaconda, you made the little reference: "Well, you know, you could invest it and make it on the mortgage market."

Hon. Mr. Bernier: You didn't like that company did you?

Mr. Martel: No, because you know what the return on the open market has been since the Depression—and even including the great Depression? Between 11½ and 12 per cent return. They are really starving in industry.

Hon. Mr. Bernier: What rate did you pay on your \$80,000 home in Sudbury?

Mr. Martel: Only \$80,000? You just undervalued it.

Mr. Chairman: Order.

Mr. Martel: You are insulting my home. You undervalued it.

Mr. Chairman: Let the minister stick to the estimates here.

Mr. Martel: What intrigued me was your statement at the Royal York: "Nor can we in Ontario assume, as some have suggested, that we can continue to load the mining industry with taxes and other basic costs of refining ores in Ontario."

Mr. Laughren: A Crown corporation would require no taxes.

Mr. Martel: You tell me that an average return of about 2.3 cents on the dollar from the mining industry is taxing them to death?

Mr. Laughren: That's some overload.

Mr. Martel: We want to talk about financing now. You deliberately stay away from what I call the value of mineral production and you do it on purpose, because you and I both know that the mining industry pays tax on less than half of what it earns every year. On less than half. In fact, in a five-year period, Mr. Minister, just from federal books, from 1965 to 1970 the mining corporations took in \$3,165 million and they paid tax on \$591 million. That is what they paid tax on. Now you play all the Mickey Mouse games you want here, but that's what they paid tax on.

When you start down the field of write-offs, it's perverse. It's perverse that Inco or any

mining company can, off the top, write off one-third every year before you even start, so that if Inco made \$300 million, just on depletion alone they are paying tax on only \$200 million. There is \$100 million you don't even look at. Talk about the phoney way you attacked this.

Let's take into consideration the seven write-offs that they have before you even come to what you are going to tax them on. That's the significant issue. If we tax them on what they earned, like most business people, you would find that the industry—

Hon. Mr. Bernier: Mr. Chairman, the member is constantly mixing up apples and oranges.

Mr. Martel: No, I am not.

Hon. Mr. Bernier: He is comparing the mining industry with the secondary manufacturing industry. He constantly compares. Show me another industry that will spend \$115 million just on a gamble, looking for the product that they may develop? When you hear the experts on my left here tell me—how many was it—

An hon. member: One in a thousand.

Hon. Mr. Bernier: One in a thousand, and one out of 10 may become a producing mine once you get that far.

Mr. Martel: Right.

Mr. Laughren: No risk there.

Mr. Martel: Where is the risk?

Hon. Mr. Bernier: You forgot about those dollars.

Mr. Martel: Let me tell you what they say about the risk.

Hon. Mr. Bernier: You purposely forgot about that—

Mr. Martel: No, I don't.

Hon. Mr. Bernier: —to confuse and to diffuse the issue, really.

Mr. Martel: No, no, we will come to that too, Mr. Minister.

Mr. Laughren: You will confuse the minister.

Mr. Martel: I don't want to confuse the minister. That's not too hard to do, but I don't want to confuse him. What do they say about the risk in mining?

The risk image stems from the association in the public mind of two fringe activities. Mining stock speculation and individual prospecting have only the barest connection with today's mining industry. Stock promoters armed with leases sell probabilities. Property lying adjacent to geological surveys indicate exploring, drilling as planned, [and so on, the whole bag.] This is simply trafficking in paper and is unrelated to the mainstream of industry, where 36 firms in 1969 controlled 87 per cent of the assets, 86 per cent of the equity, 84 per cent of the sales and 86 per cent of the profits in Canada. Only 36 companies.

Mr. Laughren: No risk.

Mr. Martel: Where's the risk? The federal tax law has even made it so lucrative that now they can buy out a small company that has been operating for five years and they write that off for the next three years too.

Even though it has been developed and has been in production for five years, that is still another one of those write-offs. Something that is operational, that has been explored and developed by somebody else who got the benefit, is now bought by a major mining company and they get three more years as though it were new development. Who else gets that kind of ripoff in society?

Interjection by an hon. member.

Mr. Martel: That's a fact; Mr. Jewett just confirmed it.

Hon. Mr. Bernier: It's the federal government.

Mr. Martel: That's right, but we will come to that. That is the point I am making, Mr. Minister.

Mr. Chairman: Well, don't draw the federal government into this.

Mr. Martel: Oh, it has to come in because Ontario gets its share through the corporate tax field on what the province levies. And the province—after the federal government has let them write off all of this junk and they've got \$500 million taxable—could move in and increase what it is demanding from the mining industries because by the time they are finished their write-offs, federally, there is very little left to tax on.

And that's the point I'm trying to make. You don't even start to tax on the real value of the production because everything else is written off. Some of it might be legitimate, some isn't. Depletion allowance which came

in in the oil industry many years ago where there was real high risk in those days, fine. That doesn't prevail today.

Mr. Laughren: Check their reserves.

Mr. Martel: That high risk does not prevail today.

Mr. Laughren: You don't even know what their reserves are.

Mr. Martel: Just doesn't prevail today.

Hon. Mr. Bernier: Who says that?

Mr. Martel: I say it.

Hon. Mr. Bernier: You know, as intelligent as I think you are, how can you really say that?

Mr. Laughren: If you don't know what the reserves are, how can you disagree with him?

Mr. Martel: You don't even know. They know what the reserves are. In fact, the purpose of buying up all the other companies, Mr. Minister, is so that the big one can, in fact, count on it for the next 40, 50, 60, 70 years and they've got to tie up everything.

And you don't even know what they've got tied up and you sit there and tell me it's high risk. And I'm telling you much of the work has been done—much of it has been spent. They know more about it than you do. You admit it, and then you turn around and finance them to do more exploration. Now, come on—

Mr. Laughren: The minister wonders why I called him perverse.

Hon. Mr. Bernier: For socio-economic reasons in the areas where it is required. Don't confuse that. We directed those exploration companies to go into the areas where we felt there was a socio-economic need.

Mr. Laughren: Be specific regarding International Nickel.

Mr. Martel: Mr. Minister, if you are going to say that—I'm glad to hear you say that. I'm delighted.

Hon. Mr. Bernier: In the Red Lake area, the Geraldton area—

Mr. Martel: If we are talking about socio-economic needs then, Mr. Minister—

Hon. Mr. Bernier: Right.

Mr. Martel: —you start to get serious about all of northern Ontario and the need for secondary industry for socio-economic needs. Again, the statistics show the drain of young people from northern Ontario to the south for lack of jobs in northern Ontario.

Hon. Mr. Bernier: There is no lack of jobs in northern Ontario. In specific fields there is, yes, but there are all kinds of employment opportunities today.

Mr. Martel: Yes, but they don't take women underground as miners. Tell me where the secondary industry field for women is in northern Ontario. Tell me where it is for anyone who has got above a grade 12 level.

All the studies indicate that anyone who has grade 12 doesn't want to go into underground mining or the smelters. Where is the job opportunity for that group?

Mr. Haggerty: There are people up there with BAs working down in the mines.

An hon. member: What does that prove?

Mr. Miller: Why do we have to pay a premium to get skilled people to go back to the mines?

Mr. Laughren: Which party are you with?

Mr. Martel: There are no amenities, that's why. There are no amenities—sewers, water, lights.

Mr. Miller: My God, you've got gold-plated sewers in Sudbury.

Mr. Martel: Oh, yes. Oh, yes. That's part of the reason there are no amenities, and because you are not taxing them.

Hon. Mr. Bernier: What part of northern Ontario do you live in?

Mr. Martel: I live in the Sudbury area, I think.

An hon. member: Central Ontario.

Mr. Martel: I think. Have you ever—

Mr. Stokes: Surely you don't deny there are literally hundreds of students in northern Ontario who are leaving for post-secondary education never to return because of a lack of job opportunities.

Hon. Mr. Bernier: I will tell you that in the last decade since Laurentian University has been established in Sudbury and since Lakehead University has been established at Thunder Bay there has been a marked

change in the number of young people who are establishing and settling in northern Ontario.

Mr. Stokes: Not so.

Mr. Martel: You know the study I'm talking about, where it came from. You just put your foot in it again. The Roberts report comes out of Laurentian University. I suggest you read it. It is prepared by Dr. Roberts. Maybe you should read it then. Okay? Because that isn't what it says. The Roberts report says that anyone with grade 12 leaves the north because they refuse to work in the mines and smelters.

Mr. Laughren: That's a seat-of-the-pants observation, Mr. Minister. You don't know what you are talking about.

Mr. Martel: That was done at Laurentian University.

Mr. Maeck: How many of those with grade 12 or university students would work in secondary industry if it was there?

Mr. Martel: Many.

Mr. Maeck: Not too many.

Mr. Martel: You have got to have a tax base to work from.

Mr. Laughren: We've got the service industries.

Mr. Martel: I want to get back to the tax base because you see, Mr. Minister, you have the room to get in and tax more without hurting them one bit because they aren't even paying on a major portion of what their profits really are. I get tired of the mining industry and its big stick, and it does use it. At the same time Kierans was studying—what's his name—Wingate was saying, "We are taxed too highly. We have to move out."

Every time you mention the word tax to the mining industry, as with the oil industry—

Hon. Mr. Bernier: How many shares do you own in the mining industry?

Mr. Martel: I don't. I am not like you. I can't afford shares.

Mr. Laughren: Maybe when there is disclosure, we will know more about this whole thing, too.

Hon. Mr. Bernier: It's fully disclosed. It's in the Speaker's office.

Mr. Laughren: I mean contributions to the Conservative Party of Ontario.

Hon. Mr. Bernier: It is very clearly disclosed. I own no shares in any mining company or any other company.

Mr. Laughren: I am talking about disclosure of political contributions to the Conservative Party of Ontario.

Mr. Chairman: Order. Mr. Martel, would you proceed?

Mr. Laughren: When it is disclosed we will understand your activities in the mining industry a little better.

Mr. Martel: As I started out, the minister made a statement at the Royal York about how we are overtaxing them. He comes in here today and he tries to play games and he doesn't want to concede that they have seven major write-offs which leave them virtually being taxed on maybe 20 per cent or 30 per cent of their income. I'm saying that the tax base that we work from—last year we got \$16 million in total mining revenue, through the mining revenue payments and so on; \$16 million.

Hon. Mr. Bernier: In one section, we ended up with \$81 million.

Mr. Martel: Maybe you should continue to put out your annual report. By the way, what's happened to the annual report? I hear you are not publishing it any more.

Hon. Mr. Bernier: We are publishing it on a mineral division basis, something like this.

Mr. Martel: Where is the 1973 one?

Mr. Stokes: The 1972 one.

Mr. Martel: Yes, 1972.

Mr. Maeck: We can't write a 1973 one. The year isn't over.

Hon. Mr. Bernier: We are an efficient ministry, but we can't be ahead of time.

Mr. Martel: When did these come out?

Mr. Chairman: Your colleague has one.

Mr. Haggerty: Sure. They came out—

Hon. Mr. Bernier: Last February.

Mr. Martel: I never received one.

Interjections by hon. members.

Mr. Martel: Let's get to the point. Did you decide recently you are not going to be putting out the annual report?

Mr. Stokes: Where have you been? I got mine an hour ago.

Mr. Martel: Sorry, Jack. You are not going to put this out next year, are you? I am told you are not.

Hon. Mr. Bernier: Yes we are.

Mr. Martel: I was told by the union that they were advised recently there would be no more annual report.

Hon. Mr. Bernier: I have to say to you that it is not in the detail that the previous one was. We are getting down to more of an industry view with current happenings within that particular year. There are certain sections—

Mr. Martel: I was told there was going to be a monthly report.

Mr. Stokes: In connection with that report, since I am the only railroader in the Legislature, how do you come to ride one of these machines with a railroad hat?

Mr. Haggerty: That answers for a lot.

Mr. Stokes: I was.

Hon. Mr. Bernier: I never saw that. It is an excellent picture of the minister, if I say so myself.

Mr. Laughren: Are you talking about the 1971 campaign, Mr. Minister? Did you use that picture in your 1971 election campaign?

Hon. Mr. Bernier: It is a good idea.

Mr. Chairman: Order. Mr. Martel, you have five more minutes.

Mr. Martel: I've got lots of time. We have got all night.

Mr. Miller: You are certainly saving my minister a lot of time here, so keep on. Don't even suggest that to him.

Mr. Martel: He gives as many concrete answers as this minister. So it's him or the Minister of Health (Mr. Potter).

Mr. Miller: Let it be him then.

Mr. Martel: He is as changeable as this fellow. Remember the denturists bill?

Interjections by hon. members.

Mr. Chairman: Order!

Mr. Martel: He keeps bothering me, Mr. Minister.

Mr. Miller: I have been learning from you. I have had two years practice.

Mr. Martel: Okay, let's get back. As a percentage of the budget—you talk about an economic base and you are working from an economic base. My statistics, which I calculated quickly, show that in 1972 the total amount of money received from the mining industry—and we hear ministers gloating about our economic base being natural resources—was less than one per cent of the total budgetary expenses of the province if you put it in those terms.

I want to know how you build a viable, economic community, Ontario, when our greatest asset in fact only produces sufficient wealth to pay off or to contribute less than one per cent of the total budgetary needs of the province. How do you build a viable, economic base with that type of return on the type of production and the value of the production that is going on? How do we do it?

Hon. Mr. Bernier: Here you are again; you are confusing the issue.

Mr. Martel: No, I am not. I am using the money that you got.

Hon. Mr. Bernier: You just select the figures you want to use to make your case in the direction you want to go.

Mr. Martel: Mr. Minister, I think in the—

Hon. Mr. Bernier: You fail to take in the employment opportunities and the other benefits that the mining community contributes to the general economy of this province and, indeed, Canada as a whole.

Mr. Martel: The number of jobs is going down in the mining industry related to the increase in production. Fewer men are producing more today than ever before. There are only about 50,000 people involved in mining.

Hon. Mr. Bernier: You can say that of the forestry industry, the woods industry.

Mr. Martel: That's exactly what we are trying to argue—that what we are getting out of it whether it be tax, which is minuscule; whether it is job opportunities; whether it is secondary industry, isn't there to the degree it would be if government really got involved in the economic planning of this province.

Mr. Laughren: And the development.

Mr. Martel: And the development. You simply can't say that of that type of industry, which is supposed to be the backbone of our province. We get less than one per cent for our budgetary needs; we get 50,000 jobs, and the number hasn't increased at all over the last five or six years despite the 50 to 60 per cent increase in production. What in God's name do you build a sound industrial base on?

Hon. Mr. Bernier: We have a sound base in the province of Ontario. Mr. Chairman, the member is expounding a certain political philosophy and zeroing in—

Mr. Martel: I am not expounding any political philosophy now.

Hon. Mr. Bernier: —on certain directions in which that party wants to go. I say to you that the Province of Manitoba, the Province of Saskatchewan and now BC are of your political faith and they, in those provinces, have not embarked on a way-out programme to which you refer, to make radical changes, to divert their emphasis from the mining industry to concentrate on the secondary industry. Once they get in those responsible positions that they are in—and they have earned them and they have earned them well—the thinking changes a little bit.

Mr. Martel: Mr. Minister, in BC—

Hon. Mr. Bernier: They throw out the Kierans report. They don't accept the Kierans report because they know what—

Mr. Haggerty: The secondary industry in BC is in Japan.

Hon. Mr. Bernier: Right.

Mr. Laughren: There is another Tory speaking.

Mr. Martel: Because in BC they have recently bought in—

Mr. Laughren: When it comes to the crunch, you guys are always together. Why don't you go over to the other side of the room, Ray? You would be more comfortable there.

Mr. Martel: The government in BC has recently bought in to at least three companies, has taken equity in at least three companies within the last six months, at least three. Which one have you? They are all related to natural resources. They are going to increase their export tax on those which don't process as much as they should. They are going to increase it by about 300 per cent, I am told; and they will reduce it—the more the company processes in BC they will reduce the tax so long as it is processed in BC and not taken out, as is the case here.

Hon. Mr. Bernier: Yes, they backed off on that one, too.

Mr. Martel: No, they are not backing off.

Hon. Mr. Bernier: Yes, they did. The premier of the Province of British Columbia backed off very seriously. When they first announced it, the minister of that particular portfolio made the announcement; but it was the Premier again—the very sound, sensible-thinking Premier of that province—who backed off.

Mr. Martel: That isn't what the—

Mr. Haggerty: With the financial arrangement that he has got in mind, he had to scoot down to the New York market to get the money.

It being 6 o'clock, p.m., the committee took recess.

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STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Natural Resources

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Thursday, November 1, 1973

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
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LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 1, 1973

The committee resumed at 8:05 o'clock,
p.m.

**ESTIMATES, MINISTRY OF
NATURAL RESOURCES**

(continued)

On vote 2104:

Mr. Chairman: Come to order.

Mr. J. E. Stokes (Thunder Bay): On a point of order, Mr. Chairman.

Mr. Chairman: Yes, Mr. Stokes.

Mr. Stokes: I just had an emergency call that concerns an item in this vote. It falls within the purview of the Minister of Natural Resources. There's 7½ in. of fresh snow in Armstrong. It's still snowing and they can't get anybody to plough the road.

Mr. Chairman: What kind of road?

Mr. Stokes: It's an access road under the jurisdiction of the Minister of Natural Resources, who is also chairman of the NORT committee. Can you put somebody onto it?

Hon. L. Bernier (Minister of Natural Resources): We will do.

Mr. Stokes: Thank you.

Hon. Mr. Bernier: Done.

Mr. Chairman: If I recall correctly, before the supper hour Mr. Martel had finished his presentation.

Mr. E. W. Martel (Sudbury East): Not quite. I have a couple more words.

Mr. L. Maeck (Parry Sound): Try not to be too repetitive.

Mr. Martel: Right. I want to go back—

Mr. Chairman: Just a moment, Mr. Martel—

Mr. Martel: You keep interfering. No wonder I can't get done.

Mr. Chairman: About halfway through our meeting this afternoon I checked with the

recording people and the Hansard stenographer to see if they were running into any problems, and at that time there were none. They stated that things were going along fine. When we adjourned at 6 I was informed that they had great difficulty for the latter part of the meeting this afternoon, because of individual conversations going on on either side.

Mr. Maeck: Why did you look at me, Mr. Chairman?

Mr. Chairman: I would hope that tonight perhaps we can be more co-operative and avoid that sort of thing, whereby the people charged with that responsibility will have no difficulties.

Mr. Martel: I thought you were going to say the tape disappeared, and it reminded me of what Nixon is now playing at.

Mr. Chairman: No. Tapes would never disappear here.

Mr. J. F. Foulds (Port Arthur): A point of information then, Mr. Chairman. I gather that you are requesting that for the purposes of Hansard we repeat our remarks that are interjections—

Mr. Chairman: That wasn't the way it was put to me.

Mr. Foulds: —so that they can be sure to immortalize these remarks in the hallowed pages of Hansard?

Hon. Mr. Bernier: Can I ask one question?

Mr. Foulds: Let me assure you, Mr. Chairman, that we in this party would be delighted to do so.

Mr. Chairman: Thank you. I'm sure that all members wish to co-operate. Mr. Minister.

Hon. Mr. Bernier: Is there any significance to the fact that Mr. Haggerty has moved to the right of the chairman?

Mr. Martel: I would hope so. I would suspect they put him where he belongs.

Mr. R. Haggerty (Welland South): I didn't want a buffer zone between you and the minister when the hollering and shouting goes on. And that weed you are smoking over there is almost as bad as some of the pollution that comes out of the Sudbury basin.

Mr. Chairman: Mr. Minister, I overheard some comment: "Never turn your back to your enemies."

Mr. Foulds: Or to the chairman.

Mr. Chairman: Mr. Martel.

Mr. Haggerty: Now you can holler all you want. I'm not going to interrupt you or stand in your way.

Mr. Martel: I'm delighted.

Before the dinner hour we were talking about the investment and the return on dollars and cents, and I was making the point that I didn't think what we were getting was sufficient to build a strong, viable economic base, for a number of reasons. The one I was discussing the most before dinner was the tax field. Since 1900, in this province, there has been a value of production of at least \$30 billion, and the Ontario share of taxation in that period of time has been in the neighbourhood of \$300 million.

I don't know how one justifies, on \$30 billion of mineral production, a return to the province on its own natural resource of a measly \$300 million in taxes. I don't know how one starts to supply the amenities of life for a community, or builds the industrial base to form a secondary industry, with a paltry \$300 million in tax. It is such a giveaway and so painful I sometimes wonder why the ministry steadfastly goes around saying: "Oh, but we are going to tax them out of existence."

My understanding, for example in my own area, is that every nine years the company in fact recoups its total investment. And we continue large depletion allowances. I'd like to ask the minister: Do you really and sincerely believe, Mr. Minister, that on \$30 billion of mineral production, \$300 million in taxes—which I got right from your own reports; I can give you the page number if you'd like—is sufficient return to do the things we have to do to develop the north and to develop the province as a whole?

Do you really think that is enough money? Being a businessman, would you invest in that type of business yourself? Would you be lending money to anyone, or giving money to anyone, if your share or your return was going to be so small as to be negligible?

Hon. Mr. Bernier: Well Mr. Chairman, as I pointed out before, the hon. member takes one little segment of the taxes that are applied to the mining industry, to their profits, and that is the same type of tax that applied to any industry, you tax on the profits with certain exemptions. The member is trying to build a case on one tax structure, and it is just not done that way, as I pointed out earlier. There is the corporation tax, there is the sales tax, there is the diesel tax and there are property taxes. There is the contribution to the economy, and one job at the mine location creates seven jobs in other parts of the province. The spin-off is there, and you should be able to accept that.

Mr. Martel: But in fact much of the spin-off is directed abroad, Mr. Minister; and the real tax dollars are in the other industries, secondary industries, which in fact produce more in tax, pay more in tax and employ more people—and much of it is done abroad, much of it is done abroad. We don't even derive those benefits.

You know, I could see it even if it was being processed to a finished commodity here at least. We couldn't do it all because we don't have the population, but at least sufficient to satisfy the needs.

You know the real problem—and we went through this with the select committee and we went through it when we were in Ottawa—is that no government in Canada as yet has an industrial strategy. They just don't. I am not being critical of just this one; all of them, do not have an industrial strategy. We don't even know where we are going.

But I want to tell you the most interesting thing that happened on that select committee, Mr. Minister. We were meeting with ICI in England. Dr. Barrett, I think his name is Dr. Barrett, is the president and he said to us and you can ask your colleagues who were on the committee with us: "You know, you Canadians are really a bunch of little boys when it comes to developing your country." He said in fact: "You send rank amateurs over to negotiate with us and we have a field day." He said, "We don't want your forgivable loans and your hand-outs, but if you are going to give them away we are going to take them. And if you aren't going to demand more, that is too bad. We will get as much from you as we possibly can, until you toughen up."

If you don't believe me, I suggest that you talk to Mr. Handelman, who was here earlier this afternoon, or Mr. W. Newman. They are all Conservatives. They were floored.

ICI is the major firm and its offshoot here, of course, is CIL. They just laid it right on the line with us.

Then the Conservative government—Chris Chataway, the minister—finally got around to telling us what they were doing with natural resources, particularly oil in the North Sea.

He said: "Sure, lots of it went to free enterprise, but I want to tell you we got the best chunk for our own British Crown corporation."

They got the best choice of the oil fields for exploration purposes. Not somebody else; not Shell, not Gulf, but the British company, the Crown corporation.

Mr. Maeck: BP? British Petroleum?

Mr. Martel: Yes, BP. They chuckled about it, you know. But they took first kick at the can. Talk to people involved in mining in those countries in Europe; they all think we are sick. They really do.

As Dr. Barrett said: "It's like negotiating with a bunch of amateurs. Your people come over here and they don't even know what they are negotiating about."

Now if you don't believe me, I would urge you to talk to your colleagues. They play a much tougher game than we do—whether it is the British, the French, the Germans, the Swedes—when it comes to natural resources they don't give them away; they just don't.

The Germans invest heavily in their own natural resources. Some of it is in consortiums of public and private money.

As I said when we talked with Anaconda, the company that was in Chile—they are probably drinking up their beer these days with great delight—they were willing, Mr. Minister. We asked them whether they would be willing to get involved with a government consortium, private and public money, in the Geraldton area; and they said: "Yes." They had no worry about government involvement at all—in fact would welcome it. That's the type of business you might move into.

You know the money you lay out, as a good businessman you would not lend money to somebody if you weren't going to have a chunk of the action. We do. In all the European countries they have learned their lesson. You can't give your natural resources away. We can't convince this government that you can't give your natural resources away.

In Sweden you can't even mine if you are an outsider—impossible. The Germans invest heavily. France, Britain—the major powers in

Europe are heavily involved in protecting their natural resources so that they will be developed properly. They do not allow you to just go in and rip it out and move on. And they develop a secondary industry along with it.

For example in mining, in Ontario and in Canada, we are probably the leading country in the world in natural resources. We are also one of the few countries which doesn't develop any mining equipment. That type of spin-off isn't here. There isn't a Canadian firm.

Hon. Mr. Bernier: You are off base, Elie, really you are.

Mr. Martel: Why?

Hon. Mr. Bernier: That's not a correct statement, that we don't develop any mining equipment.

Mr. Martel: Well, what is the Canadian firm?

Hon. Mr. Bernier: You have one right in North Bay doing an excellent job in developing underground equipment.

Mr. Martel: Who owns it?

Hon. Mr. Bernier: I don't know, but I flew down in an aeroplane with them about a week ago. They were up in Thompson, Manitoba.

Mr. Martel: And what do they produce? Are they Canadian-owned?

Hon. Mr. Bernier: Yes.

Mr. Martel: Okay, but the Peat Marwick study this year—I am sure Mr. Jewett has read it—indicated that there was not one Canadian-owned firm in mining equipment.

Hon. Mr. Bernier: That is not a bible.

Mr. Martel: The research was just done for the committee.

Hon. Mr. Bernier: They are not perfect. Those are just discussion items—they are not recommendations as someone mentioned.

Mr. Martel: No, no. I am saying they dug out the fact that there is not a Canadian firm—

Hon. Mr. Bernier: They are not infallible.

Mr. Martel: I would hope we didn't pay them \$100,000 to go out and bring in—

Hon. Mr. Bernier: I often wonder why it was done in the first place. To my mind it was a select committee's responsibility to do a report like that—but that's just an off-the-cuff comment.

Mr. Martel: With a big staff of two?

Hon. Mr. Bernier: Why public funds should be used to do something a select committee was set up to do is beyond me.

Mr. Martel: With a staff of two.

Mr. Maeck: Kind of easy for a select committee to get somebody to do its work, Elie.

Hon. Mr. Bernier: Farm out their responsibility.

Mr. Martel: Is that what it says in there, that there is no secondary industry developing mining equipment and producing it in Canada, Canadian-owned? That is the type of spin-off, Mr. Minister, that we should have developed many years ago as a leading producer of mineral wealth. And yet we have never even taken the most fundamental step in the development of equipment by Canadians with a view to capturing a place in the world market in that type of equipment.

You watch a small country like Sweden. One of its leading companies now—Atlas-Copco—is involved in selling mining machinery all over the world. You know—

Mr. B. Gilbertson (Algoma): They are an older country.

Mr. Martel: Oh don't give me that nonsense.

Mr. Gilbertson: We are just young; we are coming on.

Mr. Martel: What in God's name is he all about? We are a new country? We've been here since 1609, if you want to get down and be factual. We've been a nation since 1867, which is about 106 years ago. You can't use that "new country" nonsense forever.

Mr. Gilbertson: Look, it's only recently we started to make ice cubes.

Mr. Chairman: Order. Mr. Martel, I think we are all familiar with Canadian history. We know the fundamentals.

Mr. Martel: Well, one wouldn't think so.

Mr. Chairman: Proceed with your presentation.

Mr. Foulds: That's a pretty large assumption, Mr. Chairman, and the interjection of the hon. member for Algoma contradicts your claim.

Mr. Martel: So you see, we're getting \$300 million. We have no spin-off. We have no secondary industry to speak of, and when it does come it isn't located where we want or need it.

Mr. Gilbertson: We can only take so much.

Mr. Martel: You've got Anaconda. I guess they're doing nickel-plating in Toronto with all the nickel coming from Sudbury. If we're talking about an industrial strategy, that industry should have been located in the Sudbury basin. It should have been. It might have taken some government money involvement—not for the whole business, but to develop in a progressive way.

What bothers me is that free-enterprisers always use your line until they're caught. Wasn't it Darcy McKeough who said last week: "Maybe we'll have to have a policy for power and utilities"—which is in fact a Crown corporation including gas and so on? Did McKeough not make that statement last week somewhere? Yes he did.

But it's like everything. You people opposed Medicare. You didn't want it, but you're in it—dragging your feet, kicking, scratching, but you came. And the day will come when you'll see the light over our natural resources and you'll stop the give-away.

You'll stop the give-away and you'll plan. Planning doesn't mean that you throw out the free enterprise system. Planning means you work to locate where it is good not only for the maximization of dollars by the industry but also where it's good for the province and the people in an area.

And you don't have to go cap-in-hand, always begging them: "Please come and locate here." You're going to have to take a little muscle, maybe, now and then, to get them to locate where it's necessary for the people. The profits will be there. Maybe not quite as high, but none the less it isn't going to scare them off.

You've tried everything else, Mr. Minister. You've tried buying them. You've tried give-away programmes—and even John White has had to admit that even after he gave out \$57 million in forgivable loans we're not sure it really created jobs. You've tried everything. The federal government's handing out money like it was going out of style through DREE.

Mr. Haggerty: David is supporting them.

Mr. Martel: No he's not.

Mr. Foulds: Not on DREE he isn't.

Mr. Martel: No he isn't.

Mr. Haggerty: Oh yes he is.

Mr. Martel: But if we're going to hand money out, we should take an equity at least, for God's sake. If you were in private life and you were going to lend money, you're going to want it back and you are probably going to want an equity in it. Why should government be any different? Why should we use taxpayers' money to subsidize industry and then say: "Our take is nothing"? When we put up \$5 million, that should be our share.

Now surely to God government should at least consider that. We can't go on giving the taxpayers' money away without expecting an equity in what we're participating in.

That's really what is bothersome—that the government plays give-away. It gave \$300 million in 60 years during which there was \$30 billion of production. That's one per cent of the budget every year in total.

You can take any figures you want. If the minister said \$80 million, I accept his word. The budget is almost \$8 billion this year for Ontario. What does that represent of the total budget? To meet the commitments of the province—what does that \$80 million contribute towards the budget?

That's our strength you say. Do you know where our strength is? The middle-income taxpayer. He's the strength, because he pays more in taxes, percentage-wise, than the mining industry and the oil industry. The oil industry is paying six per cent now, and the mining industry is paying about 13 per cent.

You can cut it any way you want. If that's how you're building an industrial base no wonder people in Toronto can't afford a house or anything, because there just isn't the base to be viable. You can cut it any way you want, Mr. Minister, it just isn't there.

In fact it's not worthwhile. It really isn't. The only real loss would be the 50,000 jobs. Because what we are getting back in the province, directly from mining, outside of jobs, is not worth it. It really isn't.

I'm sure you are going to say that's a radical statement and that's fine. I just don't think it's worth it.

I live in a city which was, during the dark years, in receivership—if you can imagine the city of Sudbury in receivership. The richest area in minerals in the world was in receivership. And the tax base for the necessities of the Sudbury basin today still isn't there, because we can't get at them yet tax-wise.

But they can in Hamilton; they can in Oakville; and I guess now they can in Sault Ste. Marie. But we can't get at the mines yet. So you have the city of Sudbury with some of the highest taxes in the province for a city of its size—probably the highest. It is sitting on the richest deposit in the world, creating some of the greatest wealth from any area in the world—and yet you have the highest taxes anywhere.

It's pretty frustrating. You can sit there and say: "Oh, we'll put them out of business. We'll bankrupt them." And they will continue to—well I won't say what they are going to continue to do, but we feel it. Some people might enjoy it. I don't.

Well, Mr. Minister, you are not going to answer that I presume.

Hon. Mr. Bernier: Mr. Chairman, I have answered it before on many occasions.

Mr. Martel: You've got no policy.

Hon. Mr. Bernier: I just want to make one comment on the industrial strategy, with which I agree. I think the member is aware that many members of the government—including the hon. D'Arcy McKeough, John White, the Premier (Mr. Davis) and I—called for an industrial strategy as we called for a mineral resources strategy. It has to be on a national basis. That's the first step.

We're getting a step closer. We've got a national resources policy—or at least an objective for those policy guidelines.

Mr. Martel: I would ask—

Hon. Mr. Bernier: We will discuss a national energy policy in the next few weeks. And then we will take that next step, of course, and do an industrial strategy, which will be a step in the right direction.

Mr. Martel: I would ask the minister, when he's pushing, would he also suggest there should be a permanent secretariat established with provincial and federal input, much like in Germany, made up of the top civil servants so that in fact we can determine—

Hon. Mr. Bernier: Oh, I think that will have to be.

Mr. Martel: That's right.

Hon. Mr. Bernier: As we go down the road, you know, once we get one more policy formulated, then there will be somebody who will—

Mr. Martel: Well there should be a permanent secretariat established immediately, with provincial and federal participation. Governments come and go and I don't think we can afford not to have a permanent secretariat. If it's composed of elected officials, what happens is that they come and go—and then you start into the battles of juggling for areas. What you need is something that's permanent and is going to, once and for all, lay out the whole ball of wax, as Eddie would say, and determine where the best location would be for a given project.

What is happening in provinces—and we would probably do the same thing—is that it isn't done on the basis of need, it's done on political decisions. The big heavy water plant is a prime example. It should never have gone to Glace Bay. It was scheduled, I believe, according to Dr. Solandt, for Saskatchewan. The political machinery got involved and it went to Glace Bay—and it's never worked since. We've got to get away from that type of political decision-making and do it on a sound planning basis.

Hon. Mr. Bernier: I'd say to you it's not the easiest thing in the world—even in our discussions for a middle resource policy, even dealing with the policy objectives. Of course under the constitution of this country, provinces do have jurisdiction for the development and management of those resources. But you have the federal government wanting to be the first among equal partners. They don't like to be classified as equals in that particular strategy development. This is causing us concern and will cause us further concern as we move down that road. There is a lot of hard bargaining ahead of us.

Mr. Martel: That's right.

Hon. Mr. Bernier: And it's not going to be easy.

Mr. Martel: That's right. And you're going to have to take a tough position. That's why you are going to have to know what you want to do with your natural resources before you even embark on it. You might start your conversations, but I suggest that the ministry itself should know.

The last point, before I move onto something else, I'd ask the minister to talk to his seven cohorts who were in Europe with us;

to ask them. You might think I was wrong in saying the European countries thought we were playing give-away too much. I would ask him to sit down with his seven colleagues and find out what they learned about natural resource development from the various European countries we visited; and they weren't all socialist by any stretch of the imagination.

You will find that they're tough on policies surrounding natural resources and they're tough on loans and planning; and it doesn't infringe on their free enterprise system at all. They believe there are dollars to be made, but there's the economy and the people of the country to be considered along with making those dollars.

For example, there are no more layoffs. They just don't tolerate it. You have to put all the reasons on the table. By legislation there are two people from every union on the board of directors of every company. Can you imagine that in Canada? It would start a revolution.

Mr. Chairman: Have you completed your remarks, Mr. Martel?

Mr. Martel: Mr. Chairman, I want to talk about one other aspect of mining. I want to talk about—I'm not sure if I should say it—mine safety. I'm going to give my friends at Inco a break this year. I'm not going to say very much about them.

Hon. Mr. Bernier: Oh, come on.

Mr. Martel: I have been bought off. That's it.

Mr. W. Ferrier (Cochrane South): Old age.

Mr. Martel: It was that tie-pin they gave me when we were up there recently that did it. I went cheap.

Mr. A. J. Herridge (Assistant Deputy Minister, Resources and Recreation): For a tie-pin?

Mr. Martel: Yes, I went cheap.

Mr. Chairman: You'll have to check on campaign contributions.

Mr. Martel: No, they don't give me any of that either.

I think they're becoming somewhat more enlightened. Five years of pounding has done them the world of good. They took their punch-clocks out at last. They allow the men to move around much more freely. Maybe they're going to come into the 20th century. There's hope for them.

The only thing I want to talk about, for a few moments, Mr. Minister, is their statistics on injuries and the great reduction of the work force by 5,000. Yet the injuries, the compensable injuries, continue to be about the same. This would indicate to me that—having reduced the work force by almost 5,000 in the last year—if you had 220 compensable accidents two years ago with 18,000 workers and you had 218 compensable cases with 13,000 workers, in fact your safety has to be diminishing. There's no alternative reason for the problem but that safety is being discarded because the men are working more to produce the same amount of materials.

In fact that is the case. Their production is every bit as great now. Their profits in the first six months of last year were \$92 million—no, \$46 million, pardon me—and in the first six months of this year they were \$92 million, with 5,000 fewer men. Which means that, in fact, they're producing more with fewer men. Yet their accident rate is on exactly the same par and safety is not working as well as it might.

I think it's very serious that we have the same number of accidents, Mr. Minister, with 5,000 fewer men. To accept the excuse that you gave me—

Hon. Mr. Bernier: I don't think that is correct. That statement is wrong again. You're twisting and turning all the time, because you know just as well as I do, that to have a compensable accident a few years ago there was a three-day waiting period. The definition has changed; it is now a one-day waiting period.

Mr. Martel: When did that change?

Hon. Mr. Bernier: A couple of years ago.

Mr. Martel: Tell me exactly when it changed?

Hon. Mr. Bernier: I don't know when it was.

Mr. Martel: You tell me. You made the statement; you tell me.

Hon. Mr. Bernier: I don't have the date offhand, but I'm sure you will realize that when that change occurred, there would be a sudden increase—

Mr. Martel: I'm talking about 1971 and 1973, okay? I'm not going back before the Act changed, because it was certainly before 1971 that you could get compensation from the first day.

I'm talking about in March, 1971, with 18,000 men. I'm not talking about the game they played with you when they gave you those statistics; and I'm not talking about office staff. I'm talking about over 18,000 hourly-rated men in March, 1971, and there were 218 compensable accidents. And in March, 1973, with 5,000 less men, there were 217 compensable accidents—one less.

In April, 1971, there were 189 compensable accidents; and with 5,000 less men, in April, 1973, there were 203 compensable accidents. In May, 1971, with over 18,000 hourly-rated men, there were 199 compensable accidents. In May of this year there were 265 compensable accidents, with 5,000 less men.

Now, one cannot accept the excuse that Inco has given. They are saying more men want to be seen by the doctor; they don't trust first aid. These are lost-time, compensable accidents we're talking about. That excuse that you gave me doesn't hold water, because these people were compensable accidents. Those aren't the total accidents. I have the total accidents if you want them. Pardon me. No, I've made a mistake.

Hon. Mr. Bernier: Oh!

Mr. Martel: Yes, I wouldn't want you to say I was deliberately misleading.

Hon. Mr. Bernier: That's the first time I've heard you admit that.

Mr. Martel: I wouldn't want to mislead. Those were medical aids—the figures I gave. I also have the light duty and the lost-time, 176.

Hon. Mr. Bernier: The way you use statistics and facts—

Mr. Martel: No, no.

Hon. Mr. Bernier: —you toss them around high, wide and handsome.

Mr. Martel: There were 176 lost-time accidents in May, 1973, okay; and 142 lost-time accidents in April, 1973. And I'll find the other one here, Mr. Minister, with your indulgence; 128 lost-time accidents. I'll find them for 1971. Lost-time accidents for March—they only show eight. Something's got to be wrong there.

Mr. Maeck: That's amazing.

Mr. J. R. Rhodes (Sault Ste. Marie): And four in the cafeteria.

Mr. Martel: Pardon?

Mr. Rhodes: I was only talking to myself.

Mr. Martel: The statistics indicate approximately the same amount for this entire year with 5,000 less men. Mr. Minister, in good conscience, one has to agree there should be a proportionate reduction in accidents if the work force is greatly reduced. That is not occurring. It just isn't. You know it and I know it. These are the company's own figures, I didn't make these up, they're the company's figures.

Mr. Chairman: Are you finished?

Mr. Martel: No, I'm waiting for the minister to respond.

Mr. Maeck: We are just doing some quick figuring.

Hon. Mr. Bernier: I have the annual figures for a year and they haven't reduced substantially.

Mr. Martel: No, that's the point. They haven't reduced.

Hon. Mr. Bernier: In Ontario, we had about 3,400 accidents in 1971; and in 1972 we had about 3,300.

Mr. Martel: That's what's disturbing me. There's 5,000 less men, Mr. Minister, and with 5,000 less men there should be a reduction.

Hon. Mr. Bernier: It may be something worth looking at. There may be some reason. I'd like to do more investigation before commenting.

Mr. Martel: I have some of your replies, you know.

Hon. Mr. Bernier: Yes.

Mr. Martel: I didn't agree with them, that's why I brought it up again. I don't accept the excuse that more men want to see a doctor than just first aid. The union tells me many of the accidents, particularly underground, are very serious accidents. They're more serious than in the past. It's their contention that the accidents are more serious, more serious now than they were two years ago.

I don't want to be unfair, but if the production is maintained at the same level, higher than last year with less men, it means there's more coming out per man. It means less men are producing more and the possibility of accidents is higher, I would suspect. So will the minister have that examined very carefully?

Hon. Mr. Bernier: Yes, I will. It's an area I think we should have a good look at.

Mr. Martel: The other one—I want to turn to Falconbridge. I have not dealt too seriously with them in the past, because I thought if we could clean up Big Brother to some degree they would follow suit. But it's obvious that—

Mr. Haggerty: How is Happy Valley?

Mr. Martel: It's moved out; or it's moving out.

Mr. Maeck: Is that where you built your new home, in Happy Valley?

Mr. Martel: Yes, because I want the property, you see. I want to sit under the smokestack.

I've been very kind to this company. I don't intend to be any longer, Mr. Minister, because they are ignoring your orders; they are ignoring everybody's orders.

I think it really starts about a year ago when I decided it was time we focused a little bit of attention on them. I addressed a very lengthy letter to you on Nov. 18, and I submitted a copy to the union which then—

Hon. Mr. Bernier: And the newspapers? Is that the one you sent to all the newspapers?

Mr. Martel: No, no. I didn't have to. In fact, Mine Mill saw fit to take it to the printers and run the letter off in its entirety and give it to everyone of their members.

Mr. Rhodes: That is a real surprise.

Mr. Martel: Well, it was—because they had never done it before.

Hon. Mr. Bernier: Political rip-off.

Mr. Martel: Interestingly enough, they don't support us financially at all.

Hon. Mr. Bernier: Oh you've got to be kidding.

Mr. Martel: Mine Mill doesn't—

Mr. Rhodes: Even Mr. Ferrier is laughing at that one.

Mr. Foulds: Take the smile off your face.

Mr. Martel: They have traditionally supported the Liberal Party, except in the last three years.

Mr. Rhodes: It was Mine Mill; I'm sorry, I thought it was—

Mr. Martel: You thought I was talking about "my mill."

Mr. Rhodes: I'm sorry. I thought it was the enlightened Steelworkers.

Mr. Martel: No, no. It's Mine Mill I'm talking about in Falconbridge, so you can't say it was that at all, my friend.

Mr. Rhodes: My apologies.

Mr. Martel: I appreciate that. Well, I wrote the minister then about the gas and dust conditions, a very lengthy letter. I think I should put it on the record.

Hon. Mr. Bernier: Table it.

Mr. Chairman: I think you should table it, Mr. Martel.

Mr. M. C. Germa (Sudbury): I would like to hear it. Could I have the privilege of hearing it?

Mr. Martel: You see—my colleague wants to hear it.

Mr. Chairman: I'm sure he will provide you with a copy, Mr. Germa.

Mr. Germa: Well, I know it will be—

Mr. Martel: Well, Mr. Minister, I—

Mr. Germa: I know it will be embarrassing, but it will also be very enlightening.

Mr. Martel: Well, I'm going to put it on the record.

Mr. Chairman: Would you like to table it with the committee here?

Mr. Martel: No, no. I'd like to read it. Just for the exercise.

Hon. Mr. Bernier: I think we should hear it, really I do.

Mr. Martel: Don't you think so?

Hon. Mr. Bernier: Yes.

Mr. Martel: All right.

Mr. Chairman: Is it the feeling or the wish of this committee to have read into the record a very lengthly statement of dubious importance?

Mr. Maeck: How many pages is it, Mr. Chairman?

Mr. Martel: A page-and-a-half.

Mr. Rhodes: Go right ahead.

Mr. Stokes: By what divine right do you declare that it's of dubious importance?

Mr. Foulds: It's only a page-and-a-half in length.

Mr. Martel: Well, it's addressed to the "Hon. Leo Bernier"—you see I'm polite in my letters.

Mr. Haggerty: I am sure the ministry replied to it.

Mr. Martel: It says:

You will recall approximately two years ago representatives of Mine, Mill, and Smelter Workers Union and I met with you in your office to discuss the conditions related to the smelter.

I'm sure the minister remembers that meeting well, doesn't he? That's the one where all Charlie Hughes' letters showed up. The minister and I appreciate that little joke.

You indicated at the time your dismay at the conditions you saw and you assured us that measures would be taken to improve the conditions. [That's three years ago then, almost, to now.] Furthermore, on March 15 you directed a letter to the Falconbridge Nickel Co., ordering them to provide gas tests when the men requested same, and—

Again I want to stop. They had ignored your recommendations to them for the better part of two years and refused to—

Hon. Mr. Bernier: Wasn't that followed up with a visit to that area where we actually saw that going on?

Mr. Martel: Yes. I heard all about it. You forgot to take me, as usual. I never get invited on those tours. They just fly all the Tory members to Timmins. Ah well; we'll continue:

—also you advised them that if conditions were found to be injurious to health, to establish procedures to remove the men from these areas.

With this type of action, we thought that some of the problems encountered by the men would be overcome. However, this has not been the case. On Monday, Nov. 6, I met both in the morning and in the evening with large groups of men from the smelter at the request of the union officials. The union requested this meeting so that I could hear problems confronting the men and the problems confronting the union officials. I might add at this point that a notice of the

meeting was placed at a number of locations in the smelter and, according to dozens of men whom I spoke to, this immediately prompted some cleaning up of the plant.

They like that forewarning, you know. They're used to it.

I would suspect that the company felt I would be contacting you as a result of the meeting.

The union officials have been attempting to discuss conditions in the smelter with supervision at Falconbridge. The company has refused to meet the union on these matters.

The union went so far as to provide Mr. Rivet the agenda and what should be discussed. Mr. Rivet indicated that he would look it over and then decide whether a meeting would be held or not. Ultimately, he refused to meet them. Mr. Rivet, by the way, is the general superintendent over the smelter. Consequently, the union requested my assistance and I will outline the problems as related to me by the men themselves.

Despite the Department of Mines' instructions to establish a routine in removing men from areas of over-exposure to gas, the company has not done so, and now even refuses to discuss the matter. You will recall in numerous correspondence, I had suggested to you, and it was agreed to by a number of parties, that a meeting to establish routines both at Falconbridge and Inco to remove men from over-exposure, would be established.

It's interesting that after we had that agreement—and I think Mr. Hughes was at that meeting—that thereafter both Inco and Falconbridge refused to meet to discuss it, although they had agreed with Dr. Mastromatteo and Mr. Hughes to hold further meetings. Ultimately the big brass decided that those meetings wouldn't go ahead, so that the procedure was never really established. I go on:

Despite the company's representatives' acceptance of this proposal, they subsequently backed off at a meeting in Sudbury, and you had not had the desire to force this meeting.

Because when I asked the minister to force it on them the minister refused and to date this has never been established.

So far as I am concerned, this has nothing to do with labour relations at all, as you have discussed and described in

some of your letters, but it deals primarily with the health and welfare of the men. It is my opinion that government intervention is necessary to provide this protection.

Certainly Falconbridge Nickel, despite their intervention, has chosen to ignore your instructions. It is obvious now that you must use ministerial power to bring such a set of guidelines about.

As Dr. Mastromatteo has maintained, men should have the right when they feel their health is in jeopardy, to leave their area of work until conditions are improved. [That still hasn't come about, in any mining industry.] Without assurances, however that their jobs will not be in jeopardy they are reluctant to do so, and you have been reluctant to provide them with that assurance, which in my considered opinion is an abrogation of your responsibility.

Certainly statements from Mr. Hoffman, smelter superintendent, to the effect that if the men do not like the conditions for relief, they can quit, is an indication of the company's position with respect to safety and health. [I want to turn to the specifics now. I submitted a helmet worn by one of the men on the shift just prior to my going to the meeting.] Please find attached a helmet. If you note, there is a considerable indentation at the top of this helmet. This occurred when the man wearing it had to work in an area of excess heat, the heat causing the helmet to melt. Let me hasten to add that this is not the worst one. The company in fact retrieved one and replaced it [for the man]. This incident occurred at the top of No. 4 and 5 furnaces in the smelter.

I want you to recall those numbers, because I got a letter as late as last week dealing with No. 4 and 5 furnaces, sent directly to the superintendent again.

This letter is Nov. 8, and the minister had met with us two years previously. So we're talking about a cleanup programme, on which I'll explain the ministry's position. It has been in the offing, really, for three years; and nothing much has changed.

This incident occurred at the top of No. 4 and No. 5 furnaces in the smelter. Despite numerous complaints by men, the company has failed to repair the doors from where come considerable flames and sparks.

This is not at the top of the furnace, so I want to make this abundantly clear. Even the stacks at the top are red hot. They are full of cracks and holes.

Not only heat, but sparks, flames and hot dust come out of these stacks, frequently settling on the men and causing skin irritations and burns. The dust conditions are extremely bad. The company is attempting to obtain more production than the furnaces can handle and the employees suffer the consequences.

I believe Falconbridge in fact closed down one furnace and are now getting almost as much production from the remaining one with one less furnace in operation.

The Department of Mines sits idly by, despite numerous complaints over the last year and a half regarding these conditions.

You will recall that recently I wrote to you concerning the fact that men are now not receiving relief. The company's position is that this relief is only necessary when it is extremely hot. As quite rightly pointed out, however, the gases worsen in winter, because the doors and windows are shut, and they usually provide some ventilation. Therefore, it is more vital that relief be provided in winter than in summer. [Because it is confined in winter.] This is stated much earlier in the letter; however, it is only a bandage on the sore, so to speak, because it does not provide the men with knowledge as to under which conditions they are free to leave an area of over-exposure. This can be only achieved through guidelines worked out between management and union and, seeing as how the company has refused, then between government, management and the union.

I would suggest you question some of your colleagues who were on the European tour to find out what meaningful labour-management relations are. They do not exist in Canada. The company to this time still refused to provide Draeger tests when they are asked for, or when it does provide these it does so anywhere half an hour to an hour after they are requested and there has been an opportunity to bank the furnaces so that the gas is reduced.

The men must work under chutes, using a rod to poke at the sinter. They are directly below the dust. When the sinter shoots down, the men tell me they have to "run like hell"—those are their words—to get outside because the conditions are so severe. In fact, the red and green lights cannot even be seen [due to the dust].

This is hot sinter, too, and it as well burns them. Despite repeated efforts to have conditions changed, with increased ventilation, etc., nothing has been done.

According to Mr. Prudhomme, business agent, and Mr. Leger, acting business agent, Mr. Rivet has indicated this is the worst smelter he has ever seen—[You have to recall, though, that Rivet is the superintendent of this plant.]

I might add that nearly every man at the meetings indicated that on your visit to the smelter most of the furnaces were closed—

Mr. Haggerty: That's usually the case.

Hon. Mr. Bernier: No, I don't think that is right.

Mr. Martel: Well, these are the men who operate the furnace, Mr. Minister.

—and now that the company is aware that I am about to launch a major attack against them, they have started to do a clean-up. . . . However, the situation, insofar as I am concerned, goes much beyond this bit of housecleaning.

The men tell me that when they get up in the morning after an eight-hour shift around the furnaces, when they spit it is black. That is certainly good for their well-being, I am sure you will agree.

The men themselves maintain there is no sense talking safety and health to supervision because supervision makes fun of them and nothing is improved.

Furthermore, we continued to discuss the dust and gas masks being worn. You will recall at the meeting we had in your office that you stated the men were satisfied with the bags they were wearing. They do so because they are easier to breathe through than those used by Inco.

Hon. Mr. Bernier: They have a choice, and you know it.

Mr. Martel: Right. I am going to come to that. You caused me to digress for a moment.

Hon. Mr. Bernier: Okay. I made a personal examination on that trip when I was in there, and I asked several of the men—

Mr. Martel: You caused me to digress, because Dr. Mastromatteo has indicated that men shouldn't wear a mask for more than two hours a shift, but you have never enforced that. He was, after all, the man who was advising this ministry on the conditions under which men should work. Am I not

right? And you have ignored that in totality; you continue to do so on the two-hour limit.

If you could understand men who have to work around a furnace with a gas mask—and I am sure my friend has experienced it—you would realize that after two or three hours of wearing a mask, it is very hard on these men; extremely hard.

Hon. Mr. Bernier: They can change it.

Mr. Martel: Change what?

Hon. Mr. Bernier: The mask.

Mr. Martel: It isn't the mask.

Mr. Haggerty: It is the conditions.

Mr. Martel: It is the conditions you work under—the heat and so on. And if you are forced to work in the mask, you choose the one which at least gives you the freedom to breathe properly. Why don't you come up there and put in two or three eight-hour shifts on one of those bars, wearing one of those masks for the full eight hours?

Mr. Haggerty: Your heart almost jumps out. That's how bad it is.

Mr. Martel: You people don't seem to understand. That's why they use the bag. They breathe easier. And your own advisers tell you that they shouldn't have to wear it for more than two hours in any given shift. You refuse to accept it and implement it. The well-being of the men doesn't count; but we'll come back to it.

Mr. Haggerty: Under those conditions, they are lucky if they drag themselves out of the end of the door to get fresh air; they are that weak.

Mr. Martel: Yes, that is why they give you the salt pills; the heat won't affect you so much.

Mr. Gilbertson: Why don't they spell off?

Mr. Martel: That is a good question.

Mr. Gilbertson: Two hours on and two hours off—like they do at Algoma Steel.

Mr. Martel: I would certainly—and I am sure the boys at Mine Mill would certainly—

Mr. Gilbertson: This is up to the men and the management.

Mr. Germa: The men have no say in it at all.

Mr. Martel: You're right on.

Mr. Gilbertson: That shouldn't be any problem whatsoever—if the men want it, they can get it.

Mr. Germa: How goddamn innocent can you get over there?

Mr. Chairman: Order!

Mr. Germa: Talking such stupidity—such insensitivity from a know-nothing.

Mr. Gilbertson: And now you are getting mad.

Mr. Chairman: Order!

Mr. Germa: This is the most ridiculous goddamn display I have ever seen in my life.

Hon. Mr. Bernier: Listen to that.

Mr. Germa: Such insensitivity from a bunch of know-nothing people over there—including the minister. Saying you don't understand. This is ridiculous.

Mr. Chairman: Mr. Martel has the floor.

Mr. Martel: It is interesting that Mr. Germa spent 36 years in that sweatshop; he knows all about it.

Mr. Germa: This is serious business that we are talking about. We are not to be distracted by idiotic nincompoops—like that man over there.

Mr. Chairman: You will have your opportunity.

Mr. Germa: This is a serious situation we are talking about. You bring that man to order—

Mr. Gilbertson: And I am serious.

Mr. Germa: —with his stupid, snide remarks. All day I have been sitting here listening to that stupidity.

Mr. Gilbertson: You haven't been here all day.

Mr. Germa: That is the silliest man I have ever heard in my life. He never had the privilege or the discomfiture of working in a goddamn smelter, and he sits there and talks like that.

Mr. Chairman: Mr. Germa, I said you would have an opportunity to discuss this item at the appropriate time.

Mr. Germa: Well, bring this man to order with his nonsensical ridicule; that is all I ask of you, Mr. Chairman.

Mr. Gilbertson: You go and jump in the lake.

Mr. Chairman: Mr. Martel, proceed.

Mr. Martel: Thank you, Mr. Chairman.

Mr. Germa: Such stupidity I have never heard.

Mr. Chairman: Order! Both of you.

Mr. Germa: You are about as innocent as he is as well of the whole situation.

Mr. Chairman: Mr. Germa, there are very often times in this committee—or in any other committee or in the House—when we allow the odd interjection, but I don't think you have been following the rules of order.

Mr. Germa: I have been sitting here silently for four hours listening to that nonsense and not once did you bring him to order, not once.

Mr. Gilbertson: Check Hansard.

Mr. Germa: He doesn't take it seriously because he knows not what he speaks of.

Mr. Gilbertson: I do so.

Mr. Chairman: Mr. Gilbertson didn't interject very often in the entire time from 3:15 this afternoon until 6:04 this evening.

Mr. Germa: He has aggravated me on about six occasions already in the last four hours.

Mr. Chairman: Mr. Martel, proceed with your presentation.

Mr. Gilbertson: Just because you don't have your own way.

Mr. Stokes: Oh, be quiet.

Mr. Germa: Just because you are silly, that's all.

Mr. Chairman: Mr. Martel.

Mr. Martel: I am sure that after six years on this theme of dust and gas—I spent a year in that rotten plant in Copper Cliff—I know what it is all about, Mr. Minister. You don't kid me. And neither do any of your staff—they really don't—because none of them, except perhaps Mr. Carroll, have spent that much time in that rotten hole.

And when you tell me you can take the mask off and put a smaller one on, that's right, because it is one way of breathing. You never had to work eight hours wearing a

mask in heat around furnaces that are around 120, 130, 140 degrees.

You don't even sympathize with them, because when you do get the advice from your medical advisers, you don't accept it. The rest of the letter goes on the same way.

Then the minister comes back—and I was delighted with what he was going to do. He gave me a list of the things the company promised they were going to do. I want to get the exact date, so I won't be misleading anyone, Mr. Chairman. As the minister is wont to accuse me of misleading, I will use the date of his letter. That was when the minister indicated to me what, in fact, the company was willing to do—because it is significant in terms of what looked to be a meaningful programme, maybe, at last. In fact, on Jan. 25, 1973, the minister writes me:

Re Smelter—Falconbridge Nickel Mines Ltd:

Further to your letters of Nov. 3, 8, 15 and Dec. 19 [I was busy in those days] the district engineer has completed his investigation with the exception of a survey by the Environmental Health Services which started on Jan. 15. He reports as follows:

The complaints expressed in your letter may be summarized as follows: The company has refused to discuss problems with the union; several areas of the plant are poorly ventilated; the company has refused to take SO₂ reading tests when requested to do so; the company has refused to supply gas masks as required; the company has been exposing personnel to dangerous gas (SO₂) conditions for extended periods of time; the company has been exposing personnel to conditions of excessive heat; the company has been exposing personnel to conditions of flames and flying sparks; no lights on motors and poor lighting in tunnels; washroom and lunchroom conditions are unsatisfactory.

Investigating the various complaints has revealed the following:

Refusal to discuss the problem: On Oct. 2 the steward discussed items of an agenda with the smelter superintendent. They then went on to the general superintendent with the same agenda and requested another meeting. This was refused on the grounds that the items had already been dealt with.

Here we have all of these complaints. The ministry meets with all the men in November and the company refuses to meet with them

in October, saying that all of these points have been covered.

This refusal seems to have precipitated a breakdown of communication between the union and the company and to have led to the appeal to you for assistance. We have asked the union to resume application to the company for meetings under the terms of the CBA to discuss any new complaints.

Ventilation is a factor behind several of the complaints expressed in the letter. There is a continuous programme of improvement of ventilation, though the union complains that progress is too slow.

The minister will recall we first met in 1970. Now we are talking about a letter from him dated Jan. 25, 1973. Progress is slow. He wonders why the men get frustrated. Three years!

With this in mind, the engineer issued an order to the company to expedite the planned installation of ventilation equipment in the pellet plant, sinter plant, charge train tracks and charge floor, to comply with sections 214(a), (b), (c), of the Mining Act handbook. Progress will be followed to ensure this proceeds without delay. The company agreed to keep the union stewards informed of the progress and programmes.

Now it is interesting, Mr. Minister, that that was ordered after my complaint in November; the minister had told us two years earlier. Now where were his mine inspectors in those two and a half years? What were they doing? Why weren't they saying to the company: "By God, you are violating the Act and we are going to lay charges"? That is their function. That is their role. Two and a half years later they finally ordered it. Where were they during that two and a half years?

The vast majority of people I represent happen to work in those holes and you wonder why I get excited about it. Well the reason isn't strictly political, as has been accused in the past. I am sorry, but having spent a year in one of those holes I know what it is all about.

Two and a half years after they met with the minister, his people ordered the installations. I have been saying that for two and a half years they didn't do their job. I say it is because I don't think they have ever felt they have had the backing of any minister to do the job.

Maybe I have been unfair to them as civil servants. I suspect that the instructions have to come right from the top. I want to say that my experience with this department—and in particular the present minister's predecessor—left me cold. It really has.

When Mr. Redsell was writing the department asking that they lay charges, Allan Lawrence was feigning ignorance that he knew anything about it and didn't lay the charges for violations under the Mining Act. Redsell wrote letters saying: "Lay charges before Martel finds out about this item, because the minister will have difficulty answering in the House." By God, I have those letters. They were never supposed to come into my possession, but they did.

Some of the ventilation improvements which have recently been completed or are in hand are:

A new dust-collecting system has been installed in the concentrate-receiving area, which should help reduce the dust in the pellet plant.

Remember the term "pellet plant", because I have an up-to-date report from the union on the conditions as they find them today. I'll read it in a few moments.

Eight make-up air fans have been installed in the sinter plant. Two make-up air fans have been ordered for the top floor of the blast furnace. Increased exhaust from the sinter charge train track is planned. The first section near the chute is already operating; this area is of top priority.

SO_2 tests: It is stated in the letter that the company refuses to provide Draeger tests when requested. We have not been able to substantiate this complaint, and suggest that in future the engineer should be called within the 48 hours following such an incident so he can investigate it while the event is still fresh in everyone's mind.

Isn't that wonderful? That's what I said: They've got to have some assurance from this ministry, when conditions are bad, that they can leave that bloody place of work and go inform one of your inspectors right then, not within 48 hours. Because I want them to find the conditions that the men work under every day. None of us would work there, Mr. Minister, none of us.

By the way, I submitted extra material to the minister after this which indicated that the company still was not giving the Draeger tests when they were requested. And some of those tests were up to 50 parts per mil-

lion. You have that on file, just for the record; that gives you proof that the company wasn't concurring with your order.

Gas masks: Every man is provided with either a bag or a mask according to which he prefers. The mask will not necessarily be brand-new, but it will be clean and sanitary.

Over-exposure to gas: Our policy regarding exposure to gas was discussed in my reply to your letter of Dec. 19. Personnel are provided with masks for this very purpose of avoiding exposure to gas. [Isn't that wonderful? They can wear a mask.]

The specific complaint in your letter of Dec. 19 involves a reading of 50 parts per million SO₂ or 10 times the TLV [threshold limit value]. This particular area is in the sinter chute tunnel, which is an area where top priority must be given to improve the ventilation. However, it should be noted that:

The charge trainman works in this area for two hours and is then relieved. He is switched to another job, where conditions are not so severe.

Isn't that interesting?

Even if he was over-exposed to 50 parts per million for one hour, he then would have it for the rest of the shift, according to the TLV. But he goes back after two hours and gets another two-hour shot. It's good for the lungs and the respiratory system!

The highest SO₂ concentrations occur only during the loading of the cars, a duration of two or three minutes or, say, a maximum of five minutes for each trip.

There are four trips made each hour, so the total duration of high concentration is a maximum of 20 minutes per hour, or 40 minutes for the two-hour stint, and in actual fact is probably about half this time.

The trainman wears his mask during the loading of the cars so that in fact he does not breathe the gas.

Well, I want to know when those gas masks became so good that at 40 or 50 parts per million you are not exposed to that type of concentration.

As such, the company is not contravening the terms of the SO₂ procedure since the trainman does not breathe high concentrations of gas. This is not to say that we approve of the conditions, and in fact we agree that the trainman has a legitimate complaint. We are therefore

applying pressure on the company to remedy the situation (see paragraph 2).

Excessive heat: The helmet which you sent was worn by a maintenance fitter who was part of the crew that was making repairs to the conveyor just below the hot flue. This job necessitated working in extreme heat, and protective clothing was worn and relief was provided. The hat itself was made of ABS plastic which will stand temperatures up to only 215 deg F [that's comforting] before softening.

Mr. Haggerty: Don't they wear aluminum hats?

Mr. Martel: No, they wear plastic.

Also it would appear that some pressure was applied and not just heat, or the peak of the hat would have collapsed as well.

So what we are saying is the men pushed it in to make it look bad.

Mr. Haggerty: That's a warning to get out of there, isn't it?

Mr. Martel: Yes, the fact that it's soft means it had to hit a temperature of 250 degrees, probably.

Mr. Haggerty: That's the temperature that melts the hard hat.

Mr. Martel: Even if the whole hat had been caved in because somebody sat on it and no 200-pound man, under normal conditions, would break a hat; it wouldn't have collapsed under normal circumstances.

Well these are the conditions the men work under. We could go on to lunchroom and toilets. The lunchroom and toilet facilities are considered adequate: "When the gas and dust fills the facilities a call to my engineer will receive immediate investigation to witness the unsatisfactory condition."

Well that is Mar.—or pardon me, Jan. 25. Well for a long time the union felt we'll give it a chance. We realize these things take time. We've only been waiting the better part of three years now. We'll give them a little more time. They never show good faith in them.

On Apr. 26, I received a letter from the acting business agent, Mr. Leger. "Refusal to discuss problems in the smelter." Apparently the minister's heavy work—at any rate they then decided to sit down and talk to the union.

Ventilation: The company had complied with the following: A, B, C, D of the

letter of Jan. 25, 1973. Also, the company has installed an air fan at the coke chute, three fresh air fans at the end of No. 5 furnace; two ventilation fans in the tunnel, one gravity hood in the tunnel.

The company also has installed skirts all around the tunnel and right up to the furnace. This will take care of some of the dust and gas conditions.

SO_2 tests: On Mar. 17, 1973, 8 a.m. to 4 p.m. shift, a test was taken at 8.20 a.m. and it read 18 parts per million.

Another test was taken at 8.45 p.m. and it read 65 parts per million.

On April 16, 1973, 12 midnight to 8 a.m. shift, we asked Mr. Giacomin for a gas test, and we were not given one. Mr. Giacomin told us it was no use taking a gas test because he could see the conditions were really bad.

Therefore you can see how bad the conditions were on those days; also the men were given half an hour off the job because of the bad conditions.

With all the fresh air fans and the other improvements the company has made and the half hour off given to the men it's not enough. What we are saying is that when the company is making improvements the men working in that area should be given more time off.

Gas masks: We are saying that these masks are not good enough, because the gas goes right through them.

"Because the gas goes right through them." Isn't that interesting? Just let me tell you about it for a second.

Mr. Haggerty: It just removes the heavy particles, that's all it does.

Mr. Martel: That's all it does.

Over-exposure to gas: The company is saying that these men are relieved after two hours, and given another job."

Now, this is where it gets interesting.

These men switch trains every two hours and conditions do not improve.

The company says the gas is bad when you are loading the train and it is only for two or three minutes.

We do not know where they get the two or three minutes. It will take up to seven to eight minutes to load the sinter train if you have good sinter, and another four to five minutes to go and dump it, at the furnace.

There are eight trips made each hour by the two trains, and I do not know where the company gets that a man works maybe only half that time. Well I am saying that they do not know what they are talking about and whoever took the time study on that job must have been doing this when the plant was shut down, and going around with an empty train.

When they say a man wearing his mask when loading the cars does not breathe any gas, I would call any man a liar to his face, because I have worked 10 years on those trains and I know what I am talking about.

So you see, Mr. Minister, it goes on. What always frustrates me, when I deal with this department, is that I get nonsense letters.

The only side that it has ever really supported is management's side, time after time after time.

The latest letter, yesterday, saying, well Mr. Tester must have misunderstood the superintendent. It couldn't be that the superintendent had misled Mr. Tester possibly? No, no; it's from your ministry.

Well if you know Jim Tester, you'll find out he is one of the most astute people going. He doesn't speak quickly, everything is thought out; and I want to tell you he doesn't make the silly mistakes which you are suggesting.

I suggest that Mr. Hughes should realize that, that Mr. Tester in fact does not jump the gun quickly and he doesn't get misled easily and he doesn't get mistaken easily.

But it is always there, no matter what letter it is and no matter what complaint is about, the position that is favoured constantly is the company's. And for six years I have been asking subsequent ministers: "Just make it fair. Don't favour the union, I don't want you to do that. I just want you to do what's right."

At the same time I said don't play patsy with the company. But you can't get it, because this goes on. It goes on and on, letter after letter, about this cruddy company. I am going to read you the last one that I just received within the last couple of days, if I can find it here in this bag of tricks. Two letters, very brief. One on Oct. 4, addressed to me:

I am sending you a brief of the working conditions and the gas test that was taken in September, 1973. You will note that the working conditions have not improved.

Charge floor gas conditions, little change. Company installed three fans at the end of No. 5 furnace. It didn't improve the conditions.

Dust conditions on charge floor are worse than ever; company didn't take any action.

Lunch room and washroom, gas conditions on charge floor, no change, it is worse than ever.

Sinter chutes, gas and dust conditions improved a little but still more to be done.

Quench drum area, gas and dust conditions, no improvement. Gas and dust are so thick that men have to feel the wall to get out. This is a dangerous and unsafe place to work in and harmful to your health. Immediate action should be taken by the company to improve conditions.

Sinter plant area, no improvement has been done, there is no washroom facilities, lunch room condition is still the same, lots of gas, dust in the air, and it is too hot to eat in there.

Bottom floor sinter plant, no improvements done. Gas and fine dust are worse than ever.

Pellet plant area conditions are still the same, fine dust in the air is a hazard to your health and there are no washroom facilities.

When we are talking about health, it was interesting that somebody inadvertently scheduled x-rays; I guess to be taken annually. And the ministry's officers here ordered that they be discontinued. When the company appealed against this you had a hearing. You had doctors and you had Falconbridge officials; but do you know who wasn't represented that day, Mr. Minister? Do you want me to tell you who, or can you guess? Can you guess the people who were excluded from that appeal hearing by Falconbridge? The men who work in the plant.

They were to have no say. They weren't to get the reassurance of listening to the doctor. They were excluded, as per usual. It is only their health, after all; we can't worry too much about that, can we? It is only their lungs and why should we worry about that? Let Falconbridge appeal and uphold the appeal. The union has no input and has no arguments, nor can it make any representations to keep the gas and the dust tests that were important. Why did that happen, that the union wouldn't have been involved? Could the minister tell me why the union wasn't invited to that hearing?

Hon. Mr. Bernier: No, I can't.

Mr. Martel: Why not? It was their health. Doesn't anyone in there understand that? You have your own tests from Inco which indicate that in the converter aisles in Copper Cliff the respiratory ailments were higher than any other place. Inadvertently somebody said: "We will have schedules and tests for Falconbridge." And Falconbridge appealed and they won the appeal; but the union isn't even invited.

How does that happen? Because the whole concept of this department, as I said just a few moments ago, is company oriented. Their concern for the men is nil.

We can go on:

Bottom floor sinter plant, No. 6 machine, men have to stick their heads inside in order to clean out the grillslay. This is unsafe, something must be done immediately.

Gases coming from converters onto the charge floor over the wall, company should try to find a solution, this gas is very strong and it makes your eyes wet, and it chokes you. Nobody can work in those unbearable conditions.

No. 5 furnace is falling apart—

Remember I mentioned No. 5 furnace earlier? It's falling apart.

No. 4 furnace is just as bad, hot dust is falling steadily from holes—

Which means that it falls on the skin of the men. But so what? They are just men and they are producing money for good old Falconbridge and as long as they grind it out, that's fine.

What about gas tests taken in those days?

Sept. 17: Test taken at sinter chutes—

That's the one that was improved; remember the sinter chute?

Standing near the meter, Supervisor G. Giacomin, time 6:30 p.m., meter reading 15 parts per million.

That's average, fair stuff.

Sept. 17, 6:45 p.m., same place, 20 parts per million.

Sept. 18, test taken at the end of No. 5 furnace, Supervisor Giacomin, time of test was 8:45, meter read five parts per million. That's not bad.

Test taken at No. 5 furnace 15 minutes later was 10 parts per million.

Sept. 19, test taken on No. 4 dumper, 18 part per million. Sept. 18, test taken on No. 5 dumper, monitor reading was 20 parts per million. It goes on and on.

These are the same men who are exposed, for one shift after another, to those sort of conditions.

I've had it, Mr. Minister, right up to here.

You have given Falconbridge, since my original letter, almost one full year. You really gave them two years, because you went to visit it two years earlier; and very little has changed.

I've had it right to the hilt. I don't know about you. Do you have a genuine concern for the health of those men who work there? I would hope as a human being you would.

Hon. Mr. Bernier: I certainly do.

Mr. Martel: But I don't want to put you on the spot of saying you do. I want to know what you intend to do to make those beggars clean up—like now!

There have been all kinds of excuses: The equipment was slow in coming; we couldn't get it—what a lot! Every time something is going to be cleaned up you can't get the fans and you can't get this and you can't get that.

The last letter is a very brief one about No. 5, directly to Mr. Allen. I am sure Mr. Hughes knows who Mr. Allen is; I am sure you do. He is the big brass up there. It is signed by Mr. Leger, the acting business agent.

I am writing you on behalf of the employees that are working in the smelter

I have been receiving calls that No. 5 furnace in the smelter is lifting at both ends and caving in the middle, also, the "down-commers" are so full of holes they present a constant danger to the men's lives.

I am requesting that No. 5 furnace be shut down and repaired immediately.

Smelter supervision has been advised of the conditions of No. 5 furnace and if something drastic should happen, we are holding the company responsible.

Signed: Eddie Leger,
Acting Business Agent,
Oct. 17, 1973,

with a copy to me and a copy to Mr. Redsell.

Mr. Minister, I want to know what you intend to do about that cruddy hole?

Hon. Mr. Bernier: Mr. Chairman, if I may respond, I will ask Mr. Hughes to give me some technical comments after I am finished. I think the member is aware that the Falconbridge operation is one that is, to say the

least, outdated; it's old and it certainly needs replacement. I think we all agree.

I made a personal inspection of and a personal visit to that particular plant and I have to agree with much of what he says. It was a hell-hole the day that I was there. It was something that I certainly wouldn't want to be working in; the conditions were not that good. He is quite right in stating we did have a meeting. We indicated to Falconbridge that they would live up to certain requirements. I am disturbed to learn that they have not. I would like to ask Mr. Hughes if he would just give me his comments and then I will follow up with a wind-up.

Mr. J. M. Hughes (Regional Director, Northeastern Region): I have to agree with Mr. Martel that high concentrations of SO₂ have existed. This was one of the reasons, going back a year or so ago, that the SO₂ procedure was implemented on the part of the company, as a result of the minister's pressure. I understand that this has been quite helpful to the men by relieving them from exposure which was unhealthy for them.

We in the mines engineering branch have been involved for at least two years or more in a concerted effort, based on the findings of the occupational health protection branch as well as our own records, to have the company improve the in-plant conditions and to install numerous fans and ventilation equipment. We have been disappointed, the company has been disappointed and the men have been disappointed because they haven't been successful. Nevertheless, it isn't for want of good engineering and a lot of money and a lot of effort on our part.

Mr. Martel asked earlier why prosecutions were not instituted against the company. I think we felt, as the union felt, that if the company was embarked on a programme to improve conditions, we should give them a chance. You buy equipment and you install it, but you never know how it is going to behave until you have a performance record. Again, this has been a disappointment.

The only way that we could prosecute or institute a prosecution against Falconbridge would be by using the threshold limit values as a legal limit, and these have not been established as such in Ontario. I will say, that we have felt, as the men have felt, that maybe we have gone along in anticipating that conditions would improve. We have to get still tougher. Within the last month we have been talking to the company and with the occupational health services of the Ministry of Health. A meeting is scheduled next

week with Mr. Allen to reduce exposure consistent with the TLV. I might caution the group here that we may be exceeding our powers at this time.

Finally, to close it off, I am not quite familiar with the latest letters that Mr. Martel has written, the one of the 17th, but I would have to suggest, too, that the SO₂ procedure which has been in effect for over a year would go a long way to alleviate the adverse conditions that Mr. Martel has described.

I would like, in closing, to say one more thing, that the mines engineering branch had a big meeting about the middle of June of this year, where we had all the union people and the top people of Falconbridge together to discuss all the mutual problems. We thought as a result of that meeting, that progress was being achieved to give better in-plant conditions and, again, I am disappointed that it hasn't worked out, as Mr. Martel has described. This is the reason why we think that there may have to be some curtailment of work in Falconbridge to achieve the conditions that Mr. Martel is now requesting.

Hon. Mr. Bernier: Are you prepared to accept some reduction in employment in that particular plant, Mr. Martel?

Mr. Martel: I think they have one furnace that they haven't utilized for some time, haven't they, Mr. Hughes?

Hon. Mr. Bernier: Mr. Martel?

Mr. Martel: Just one moment. I believe there is one furnace that has been shut down for quite some time.

Mr. Hughes: I haven't been in the plant recently and I can't answer that.

Mr. Martel: Well, I believe there is one furnace that has been shut down for quite some time and they were turning out the same production with one less furnace.

But they were really overworking those furnaces to get the same production with one less. I would suggest that one look into the possibility of getting one open.

At the same time, Mr. Minister, I suggest that some of it could be alleviated if there were a real way of getting the men out—not just when the gas is bad. When dust conditions become acute, the men shouldn't have to stay there.

I don't know how you decide when men leave the place. I would trust the average man not to do it indiscriminately because I have found the average guy is good. You are going to find, maybe, one bad apple. But,

you know, it seems to me that the company might sit down, realistically, and say—and this is what Dr. Mastromatteo recommended, you will recall—that if a man felt his health was in jeopardy he should be able to leave.

Now, I don't see the average man just walking off the job. But that's your fear, of course, and the company is saying that they are all just going to abandon the job. It just doesn't happen that way.

You know, I talked to Inco recently and I said: "Now that the men aren't punching the clock any more do you find them coming in late?" They said: "God, no; they are coming in earlier, the equipment never shuts down. They just come in; they come in ahead of time, 15 minutes ahead of time, 20 minutes ahead of time."

Mr. Haggerty: When a guy relieves him he goes home.

Mr. Martel: That's right. You know, you have got to trust the men a little bit. They have got families and they realize their responsibilities. You can't even trust them when it involves their own health because the big fear, of course, is that "We will get fired if we walk off the job." And, certainly, the company would do it. There has got to be a way to relieve men from adverse conditions for a while, not just gas, but when the dust gets bad.

Mr. Hughes: Mr. Martel, I think the minister and ourselves hoped that this would be achieved quite amicably through the use of the SO₂ procedure.

Mr. Martel: Well, it obviously is not.

Mr. Hughes: Well, I think it is working relatively well. It is not perfect and we would be the first to try to improve the procedure.

Mr. Martel: Well, this company has made a lot of money over the years and they have never really extended themselves for the well-being of the men. And I think it is time that they did.

You know, you might, before you do that, get Mr. Guindon tomorrow to introduce an amendment to the Employment Standards Act which says that when the ministry forces them to clean up and it means curtailment of the work force, that the men are entitled to six weeks' notice and a certain amount of pay—the whole business to protect them.

Mr. Haggerty: The mining inspection should be under the Ministry of Labour.

Hon. Mr. Bernier: I wonder if I could ask a couple of questions. Mr. Hughes, you are meeting with Falconbridge next week. Will a representative of the union be with you at that meeting?

Mr. Hughes: It hasn't been arranged because it has only been in the last two weeks that we have written to the company indicating what we intended to do. The meeting is at the request of Mr. Allen with ourselves and the occupational health service.

But the occupational health service is right behind us—that we have to give more recognition to TLVs and this means reduction in exposure of the men and, possibly, a curtailment of operations.

Hon. Mr. Bernier: Would you make sure that you had a representative of the union at that meeting?

Mr. Hughes: We can do.

Hon. Mr. Bernier: That would be my request. Mr. Martel, you didn't answer my question when I said if we become more aggressive in our demands to do something with the health standards in that particular plant—

Mr. Martel: I know what you are leading to.

Hon. Mr. Bernier: —are you prepared to support a reduction in the staff?

Mr. Martel: No.

Hon. Mr. Bernier: You're not?

Mr. Martel: No. Let me finish.

Hon. Mr. Bernier: We may have to take that seriously.

Mr. Martel: Just a moment. I want to know first, though, before we go into that—if there is not in fact a furnace that could be opened up? In fact it's not been used for quite some time, I'm told by Jim—

Hon. Mr. Bernier: I think we both agree that that's a very old plant.

Mr. Martel: Right.

Hon. Mr. Bernier: There are plans, I believe, on the drawing boards for a major replacement. Am I correct in saying that?

An hon. member: Complete replacement.

Hon. Mr. Bernier: A complete replacement.

Mr. Haggerty: That's always good to cover up, though.

Hon. Mr. Bernier: It's been going for some—

Mr. G. A. Jewett (Executive Director, Division of Mines): No. It has been announced for two months now.

Mr. Haggerty: No, this is rather disgusting. When I think I have to support the member for Sudbury and your leading question to, "Do you agree if we curtail the thing that you are going to go along with it?" No man in Ontario should be working under those conditions.

Hon. Mr. Bernier: Fine and dandy, but the company will say to us, "Okay, fine, we will take this—"

Mr. Haggerty: What have you been doing for the last 20 years?

Hon. Mr. Bernier: —step but it may mean a reduction of jobs if we close this down. We don't know."

Mr. Martel: The member is right on because what I am saying is, this major replacement thing started three years ago. In three years they haven't really—

Mr. Haggerty: They are building a new plant down in—

Mr. Martel: I'm saying they've made enough profit. Let them pay the men all the time they are remodelling the plant.

Mr. Haggerty: That's right. This is ridiculous.

Mr. Martel: You can't go on and allow the conditions to deteriorate so badly that the men are thrown out of work. The company has been making enormous profits all that time and then it says to the men, "Go and eat straw." They in fact produced that wealth. Plans should have been started a long time ago. Everyone has known for years that the—it's like the plant at Copper Cliff—it's obsolete.

Hon. Mr. Bernier: Okay, it's obsolete.

Mr. Martel: But the men produce all this wealth and they are dumped on the street.

Hon. Mr. Bernier: Oh, now wait a minute. You know that's—

Mr. Martel: That's what you are asking me.

Hon. Mr. Bernier: I'm asking you to accept that there may be some curtailment if we lower the boom, so to speak. I'm prepared to take a personal involvement in this particular matter, because you've made some pretty serious charges. I have a very serious concern for the health of the men in the Sudbury area in that plant. I can assure you that after the meetings our department's staff has had and are going to have with Falconbridge in the next short period of time, if there is not an improvement within 90 days I am prepared to get involved myself. I'm prepared to meet with Falconbridge and I'm prepared to meet in the company of a union official. I'll have him with me and I will be asking you to name that official.

Mr. Martel: I'll name him now. Mr. Tester, the president of the local there. He's the natural man for the job.

Hon. Mr. Bernier: I'm prepared to have him with me, and we will meet with Falconbridge.

Mr. Martel: Sure, that's what they want.

Hon. Mr. Bernier: I'm prepared to do that.

Mr. Martel: That group has been patient. I am sure, Mr. Hughes, when they had the meeting in June they were happy. They thought: "Well, at last it's coming."

Hon. Mr. Bernier: You are not going to—

Mr. Martel: They have been patient, but you know, you can stretch a man's patience when his health is involved to some degree. These men trusted you. It started in the 1970s and we still haven't made that much progress. But I'm glad to see the minister say here and now that he will get personally involved.

Hon. Mr. Bernier: I certainly will. That is a commitment.

Mr. Martel: That's what we want.

Hon. Mr. Bernier: That's a commitment.

Mr. Haggerty: May I ask something? There was mention made of the sinter operations. Is there anything about the cobalt process up in that area?

Mr. Martel: About what?

Mr. Haggerty: Cobalt process. It must be similar to what is in the Inco nickel operation.

Mr. Martel: They have not found any cancer tests or any cancer in the sintering plant in Falconbridge at all.

Mr. Hughes: Well, which is the question? Cobalt first?

Mr. Martel: Cobalt.

Mr. Haggerty: That is right, the cobalt process.

Mr. Hughes: No. Cobalt isn't separated by Falconbridge at the Sudbury operations. Any cobalt that is with the nickel would come out at the refinery in Norway.

Mr. Haggerty: Norway. But you are using the sinter operation there though, are you not?

Mr. Hughes: There is a sinter operation at Falconbridge, yes.

Mr. Haggerty: This is right, but the cobalt process would be still there, but not in a refined state? Let's put it this way—

Mr. Hughes: Well, there is—

Mr. Haggerty: It would come out perhaps in a concentrate that is sent over there to be further refined.

Mr. Hughes: The cobalt would be with the nickel.

Mr. Haggerty: It would be with the nickel?

Mr. Hughes: It would follow the matte.

Mr. Haggerty: It would follow the matte. It's almost the same procedure that was followed in the Inco operations back in the refinery at Port Colborne.

Mr. Hughes: Except that at Port Colborne refinery they did separate the cobalt. The cobalt oxide was shipped away as a relatively refined product.

Mr. Haggerty: I was thinking particularly of one case that was here before the Workmen's Compensation. The person had come down with cancer of the sinus and the case was won. When they are using this cobalt process it would just remind me of the dirty bomb that was dropped over Hiroshima. You know the number of cancer cases there. But, in this process of nickel, the word is there's a high risk of cancer. There is the agent in there that goes along with the process of nickel, and I think this is the concern of the occupational health protection branch under Dr. Mastromatteo. There are a number

of cases of cancer and other chest and lung diseases. As the member was saying about their conditions, they probably have almost black lung right now. But to work under those conditions today, it is just outrageous to allow it to continue in the Province of Ontario. Surely they should be able to come in with some type of a hood with an air fan to suck the dust up and get it out into some other place and put it into the scrubbers and let it go up the stack? I've worked around long enough in fabrication, in building parts and sections for mines. I can recall back in the early Fifties, I believe it was, that the New Dickenson Mine in northern Ontario was constructed and fabricated in a plant where I worked in the city of Port Colborne.

The technology is here and I think that it's time the minister got off his good intentions and got on the backs of these persons. They're making the money; surely they can spend something to provide good, safe working conditions so that the men don't have to suffer under those conditions. I worked at Inco as a youngster and I can tell you I wasn't too happy with the conditions there and I'm glad I left the place.

But some of those persons are trapped in that type of employment, and they're stuck there for the rest of their lives. I can imagine some of those persons come out of that plant and go home and wake up in the middle of the night hacking and coughing. I bet you this goes on night after night, struggling to get their air, get their wind. No person should be working under those conditions. I don't know, I could use stronger terms, but by God, I think some of you fellows should get off your good intentions over there and do the job that you should be doing.

Mr. Hughes: It's not because we haven't tried awfully hard to encourage the company to do this or instruct them to do it. The company has responded. They have selected the best engineers to design a dust collection system, ventilation equipment, and so forth, but it just hasn't performed the way that it should.

Mr. Haggerty: No, the furnaces have to be changed, that's the solution right there.

Mr. Hughes: Probably you have hit it, where you improve certain parts of the condition of the plant and you do not improve the whole plant. This is what the minister said previously, that there has been a commitment by Falconbridge to spend in the

neighbourhood of \$40 million to renovate virtually the whole plant.

Mr. Haggerty: When are they going to make this commitment of \$40 million?

Mr. Hughes: I'll let Mr. Jewett answer this one.

Mr. Jewett: It's made.

Mr. Haggerty: It's made?

Mr. Martel: When do they start?

Mr. Jewett: What I'm referring to is an announcement that was made, I think two months ago, in conjunction with the Ministry of the Environment and other ministries of this government, that Falconbridge had announced plans to replace the sintering plant and the blast furnace installations with a horizontal kiln roaster and electric furnaces; much the same type of process as exists in Manitoba at the nickel plant there. In other words, they've announced plans to replace that complete portion of the plant with a type of plant which would allow the total control of the gases, and their recovery, I believe, is elemental sulphur. I'm not sure whether it's elemental sulphur or sulphuric acid, but the capacity for this newly designed plant for decent working conditions, or better working conditions, is much, much higher than with this older type blast furnace plant.

Mr. Martel: Did they announce that they were starting to design it or are they ready to proceed with the actual installation?

Mr. Jewett: I believe they made a commitment to complete the installation, in two three-year stages, by 1979. I would think there ought to be some hope that they can improve on that by doing it in one stage, but this is something that would have to be explored with the engineers when they are appointed.

Mr. Hughes: Perhaps I could add a little bit to that. The first stage that was mentioned there is due in 1976 and the second stage would be in 1979. This has already been started. They have appointed a project superintendent, if you want to call it that, to carry on this work. It's in the design stage already. They are looking at other plants around the country. George mentioned Manitoba. They are also going to be looking into Japan's operations. The sinter plants and the blast furnace operations will be eliminated in this new smelter complex.

Mr. Martel: Is it their intention to reuse that plant they have shut down now? Will they try to reopen it, or is it \$60 million down the drain?

Mr. Jewett: Not to my knowledge, except for the portion of the plant which was connected with the recovery of the sulphur. I believe that portion of the plant will be used.

Mr. Martel: Sixty million!

Mr. Chairman: Are you finished, Mr. Martel?

Mr. Martel: I might ask one question. Could Mr. Hughes indicate why—after the studies done by Dr. Sutherland with respect to Inco—they did not proceed with tests that were to be conducted on the men at Falconbridge? When was that scrubbed?

Mr. Hughes: Well, first of all there is a different type of desulphurization used by Inco as compared to Falconbridge. There was a higher temperature and a finer degree of desulphurization at Inco.

Now, getting to the x-ray, I think I am at fault here. We probably exceeded our authority in indicating that the men should be x-rayed within the plant. However, this ruling was left up to the medical authorities within the Ministry of Health. They have written to us and I am quite sure Mr. Martel has been advised of the contents of that letter. I think that is your answer, Mr. Martel.

Mr. Martel: It is not. The department is talking about pneumoconiosis-producing dust not being present. But one has to agree that there is tremendous dust in that plant and the men just don't feel comfortable. They know that when they get up in the morning their spit is black. And they know it is from dust. To tell them it is not pneumoconiosis-producing is fine—maybe it is not, but they are saying to themselves: "Well, if I spit and it is black, what is it doing to my lungs?" They are pretty concerned about that.

Now what is the ministry doing then to fill the gap? What is going to be the effect of men breathing in that type of dust, whether it is pneumoconiosis-producing or not? What is the effect of day after day or layer after layer of dust being inhaled? They are concerned about that. You know, people from the government didn't even have the decency to sit down with them. As I say, they were excluded from the appeal. Who

from the Ministry of Health has gone in to sit down with the leaders of the trade union to assure them there is no danger involved in breathing that type of air, day in and day out? They just don't believe that it has no effect on them. They are convinced it has.

So the last thing I'd like to know is what you are going to do. Will you explain it to them? Will you tell them why? Will you assure them that their health is not in jeopardy? That is what they are concerned about. After all, they, like the rest of us, are not like a cat—they each have only one life.

Hon. Mr. Bernier: It is certainly something we should get the health authorities to review and tell them once and for all—to explain to them. I am prepared to do that.

Mr. Martel: I would appreciate that. That I will leave with the minister.

Mr. Chairman: You have completed, Mr. Martel? Mr. Haggerty—or did you complete a moment ago?

Mr. Haggerty: No, if you will allow me to go on, it is on the same basis as Mr. Martel. I believe a year or so ago the minister stated that there would be a reciprocal agreement between the different provinces dealing with silicosis cases. How successful is that?

Hon. Mr. Bernier: I don't have a report off-hand. Mr. Davis, do you have anything on that?

Mr. H. F. R. Davis (Director, Mines Engineering Branch): Sorry, I didn't hear the question.

Hon. Mr. Bernier: A reciprocal agreement between the provinces on silicosis?

Mr. H. F. R. Davis: Is there an agreement between provinces?

Mr. Haggerty: Well, this is what the minister suggested here a couple of years ago. He said this was to take place and I want to know whether it has taken place and if so, how successful has it been.

Mr. H. F. R. Davis: To my knowledge, I don't think that there is such an agreement between provinces.

Hon. Mr. Bernier: There were discussions but it has not been settled.

Mr. Haggerty: I thought it was to be put into practice. Was there not a bill from the Minister of Labour (Mr. Guindon) passed here just about a year ago dealing with it to include a reciprocal agreement?

Mr. Ferrier: I think the amendment to the Workmen's Compensation Act permitted a claim to be allowed and to allocate it between the provinces as far as Ontario is concerned, but they could enter into an agreement with another province as to how much exposure took place in each jurisdiction and work it out.

Mr. H. F. R. Davis: This applies in accidents that happen when an employee is in another province. There is a reciprocal agreement for compensation for the accident injury but, as far as I know, it doesn't apply to silicosis.

Mr. Ferrier: I'll bet you that amendment has gone through.

Mr. Haggerty: I believe that, but I just wanted to know how successful it was with the minister's department.

Hon. Mr. Bernier: We'll follow up a little further on that question.

Mr. Haggerty: I have a letter here from the Minister of Labour and I will read the one paragraph:

As you are aware, Mr. So and So's employment appears to be in Quebec where he is not eligible to compensation benefits because of the terms of their legislation concerning the reporting of such conditions.

I am sure the minister is aware of this. He suggested last year on being questioned in the House—

Hon. Mr. Bernier: I thought there was something moving ahead on that.

Mr. Haggerty: That's right. I just wanted to know if you had come up with any agreement with the Province of Quebec or even the Province of Manitoba.

Hon. Mr. Bernier: I'll check with the other ministries and with the Labour ministry and see how it stands.

Mr. Haggerty: The other matter I wanted to discuss with the minister is about one of the biggest mining projects in the Province of Ontario, the extractive minerals. I am talking particularly of quarries, pits, crushed stone and that. Is the minister thinking of giving consideration to an export licence

when a quarry or pit operator is exporting crushed stone to the United States?

Hon. Mr. Bernier: Yes, there is one I believe on Lake Erie.

Mr. H. F. R. Davis: There is also a stone operation on the Niagara Peninsula.

Hon. Mr. Bernier: There is one on the Niagara Peninsula that is exporting too.

Mr. Haggerty: Is there any special tax on that, on the export licence?

Hon. Mr. Bernier: Not that I know of.

Mr. Haggerty: How many more quarries are in the business of exporting crushed stone from Ontario? I imagine Canada Cement Lafarge is in this business. Are they exporting crushed stone to the States?

Hon. Mr. Bernier: I think there is only one operating out of the Niagara Peninsula.

Mr. Haggerty: Yes, I know the particular one.

Hon. Mr. Bernier: Then there is one on Lake Erie. It is interesting to note that we are buying; there are agencies buying aggregate from the United States.

Mr. Haggerty: From Ontario you mean?

Hon. Mr. Bernier: No, from the United States, bringing it into Ontario.

Mr. Haggerty: Are there?

Hon. Mr. Bernier: Yes.

Mr. Haggerty: With the Pits and Quarries Control Act, I was just wondering when they get through with these large open pits in and around a community, will there be sufficient funds available to rehabilitate them? Some of these could end up as maybe 300 to 400 acre pits or open holes which are quite a large size to be left vacant. In particular, I can think of an operation that existed for a number of years west of the city of Port Colborne, or within the city of Port Colborne, that is, the old Canada Cement Co. They pulled up their operations and tore down their plant, their stack and everything and just moved on to some other area in the Province of Ontario. They are going to create the same problem there. They left acres and acres of open pits there.

Hon. Mr. Bernier: That can't happen again under the Pits and Quarries Control Act but it is not retroactive. The legislation we intro-

duced under Bill 120 is not retroactive legislation. In other words, the day when that township or that county is designated, that is day 1. From then on they are required to rehabilitate.

Mr. Haggerty: Don't you think these companies have some obligation to go back in and to clean up? They have left just a terrible mess there.

Hon. Mr. Bernier: That was the reason the Act was introduced in the first place—because of the actions of the industry across southern Ontario—when you think you have 14,000 abandoned gravel pits desecrating our beautiful southern Ontario countryside. This is the reason we took this particular action.

Mr. Haggerty: Particularly where there is a quarry that has filled up with water. I know the Niagara Peninsula Conservation Authority suggests it should be kept for recreational purposes and now, all of a sudden, it is worth a pile of money to these companies. I think they owe the community something. Maybe a little pressure by the minister should be applied so that it should be given back to the municipality. I suppose if they could go out and tax it as a mining operation still they would, perhaps, want to unload it but, as it is now, it is land to which there is no value at all. When a municipality wants it for recreational purposes, there is an enormous price tag put on it by the company.

Hon. Mr. Bernier: Many of these areas can still be rehabilitated, you know. When you think that in Metropolitan Toronto today there are sites which have been rehabilitated—60 in number. Sixty gravel pits and quarries were operating within the confines of the city of Toronto. I defy you today to find some of those gravel pits.

Mr. Haggerty: I know. I come from an area that has one of the best swimming areas in the Province of Ontario and that is at Sherkston Beaches. The main attraction there is the 27.5 acre quarry. That quarry is packed every Sunday, on the weekends and even in the evenings by Americans coming over and citizens of the area making use of that for recreational purposes. It shows that there is some use that can be accepted by the communities. It is a good recreational area.

Hon. Mr. Bernier: Certainly.

Mr. Haggerty: I see nothing wrong. There is another one east of Ridgeway; the same

way. The same operator owns it and it is a gold mine for him. I see nothing wrong—and I have stated this in the House before with this Niagara bill—I see nothing wrong with allowing certain quarry operators to operate along the escarpment. I think there is a need for it. We have to have aggregate. I feel that if some of these pits could be allowed to fill up with water, it is good for recreation and they can go along with the Niagara Parks parkway.

Hon. Mr. Bernier: I admit to you that I have been very pleased and, on a few occasions, very excited to see the rehabilitation of site plans coming into the ministry on sites that the extracted material will be removed from and what that area will look like after it has been rehabilitated. I can tell you that they are really using their imagination. With our continuous annual inspection and rehabilitating on an annual basis—because this is part of the renewal of that particular licence, we want a call back—we are getting results. We also, of course, have to have a very sincere regard for the aggregate that is required in this booming part of southern Ontario. There is a tremendous demand.

Mr. Haggerty: There are two quarries within the city of Port Colborne that are shipping crushed stone to the states and they keep about four ships running continuously all week long going over all the time. I believe they are going to Cleveland or somewhere. I understand that over in that particular area they don't allow any pit operators at all. I am just hoping that the area is well protected after the phasing out of such an operation.

The other matter I am concerned about, Mr. Minister, and I have brought it to your attention here for a couple of years now, is the matter of allowing the removal of sand banks along the shores of Lake Erie. I know you have allowed it in one particular area and it has caused problems with this high level of water on Lake Erie. They have taken the hill right down almost to the water level and the high waters and the waves coming in go over the bank, flooding out cottage owners and people who live all year round along that particular road. That's in Wainfleet township and I think you have probably heard something about that. I would just wonder whether you are going to allow this type of operation to continue? If you are, I think you should then be setting guidelines that they can only get down so far with that hill.

The other matter I brought to your attention was the matter of sand removal, which should come under the Pits and Quarries Control Act. This is in the area of Pt. Abino and is carried on by the Buffalo Yacht Club where they are removing the sand for building of highways and for road construction in the area. They use it for mixing with asphalt.

The operation is in a restricted zoning bylaw area, but for some reason this minister—and I have brought to his attention a number of times—has not moved into this area to issue them a license. I see nothing wrong with it, if they want to remove it, but I think it should be under some control.

Hon. Mr. Bernier: Is the area designated?

Mr. Haggerty: It is now. Bertie township was, as I said, but for some reason you missed the township of Wainfleet.

Hon. Mr. Bernier: I would be glad to have a look at that.

Mr. Haggerty: I am concerned about the safety in the area. There are youngsters who play along the lakeshore and sometimes they get over in the sand hills when there is a shovel in there removing the sand. It is almost a sheer drop from where they play up on those hills. They could be buried in the sand, and I wouldn't want to see that happen.

I believe I think I said here two years ago that if something did happen, I would hold the minister responsible. Now it is in operation; they are selling it and they are making money on it, so there is no reason why it shouldn't come under your control.

Hon. Mr. Bernier: We will certainly have a look at that, because there are certain requirements that they have to live up to.

Mr. Haggerty: I believe it would be lots 31 and 32 in the town of Fort Erie in Welland county in the regional municipality of Niagara. If you can follow all of those directions.

I was interested, too—one of the previous members was discussing the matter of development in northwestern Ontario. I can recall the former member for Sudbury, the great Elmer Sopha, giving a speech in the House and it lasted about some four hours. He laid out a good programme of development in northern and northwestern Ontario. I know I visited that particular area and the Griffith mine—and there were rumours that perhaps they might be phasing out of

that operation within a period of three or four years.

Hon. Mr. Bernier: I beg your pardon?

Mr. Stokes: They have just increased production.

Hon. Mr. Bernier: God, they are expanding.

Mr. Haggerty: I know that. But the point was due to the—

Mr. Stokes: You have got the wrong company.

Mr. Haggerty: Oh no.

Hon. Mr. Bernier: Got the wrong mine.

Mr. Haggerty: Due to the ore reserves that were over there in Minnesota and Duluth and that area.

Hon. Mr. Bernier: No connection at all. Is it the Mesabi range you are thinking of?

Mr. Haggerty: Mesabi range; that is right. It was more economical to get in there and operate in that area than get into the Griffith Mine area and produce the ore base there. This is right. But the point that Mr. Sopha had mentioned—

Hon. Mr. Bernier: Check those comments because I am afraid you are off base.

Mr. Haggerty: No. This is true. This is what was mentioned there—they could phase out; There were three or four reasons. One was the cost of this type of operation. Maybe it has been more successful now with their new processes.

Mr. Stokes: Their only problem is with the federal government and freight rates.

Mr. Haggerty: This perhaps might be what I am leading to. But the point is, Mr. Sopha had mentioned this particular area. With this energy crisis in the forefront right now, he suggested that the generating station at Nanticoke should have been built up in that area. I quite agree with him and that is where it should be.

There is a good possibility that Ontario will not be receiving much coal from the United States, due to the depletion of their reserves. As we move closer to the northwest of Ontario, I am sure we are not too far from Alberta coal fields. Perhaps with favourable freight rates the coal can be brought into that particular area. Perhaps more development can occur in that area.

The government should be in there developing more hydro electricity in that area with that form of energy, which would encourage the operations of new mines to come in. When you look at it, you are going to be closer to your coal reserves from Alberta than from the eastern Appalachian mountains. And, like I said, their reserves are being depleted and I think we are going to have to look to Alberta for coal.

Hon. Mr. Bernier: If I may just briefly—

Mr. Haggerty: This is where perhaps more planning is required, industrial planning for that particular part of Ontario.

Hon. Mr. Bernier: As recently as yesterday, our officials have been meeting in Ottawa with federal officials to try to work out something—particularly on a freight rate basis—to allow Alberta coal to come at least to Thunder Bay at a price that would be comparable to that from the United States. There are encouraging signs.

Mr. Haggerty: The nickel mine in that area, is it in full operation now?

Hon. Mr. Bernier: You are thinking of the Shebandowan?

Mr. Haggerty: Shebandowan.

Hon. Mr. Bernier: Yes, it is.

Mr. Haggerty: It's in full—

Hon. Mr. Bernier: Yes.

Mr. Haggerty: How many employees do they have there roughly?

Hon. Mr. Bernier: I think it is 250.

Mr. Haggerty: And how about their ore reserve. Is it a healthy situation?

Hon. Mr. Bernier: Yes, I understand they spent about \$50 million there and, at that particular mine— Were you there at the opening, Mr. Stokes?

Mr. Stokes: Yes. Shebandowan, yes.

Hon. Mr. Bernier: It is one of the model mines in northern Ontario, really, when it comes to environmental aspects in the mining industry.

Mr. Stokes: Doing an excellent job.

Mr. Foulds: But, Mr. Minister, the reserve isn't that great, is it? It is only about 15 years.

Hon. Mr. Bernier: It's not.

Mr. Foulds: It's high grade.

Hon. Mr. Bernier: Right.

Mr. Foulds: But—

Hon. Mr. Bernier: In fact, there is a picture of it in the annual review I believe.

Mr. Haggerty: They are doing a great job, then, are they? I am glad that somebody over there gives Inco credit for what they are doing.

Mr. Foulds: It is the only place they are.

Mr. Stokes: That's where the recreationists and the miners live happily side by side. To date, they have done everything they said they would.

Mr. Haggerty: Yes, but I suppose there are different conditions around the Sudbury area and I think International Nickel Co. particularly, has come a long way in pollution control abatement programme there. I just read the other day that they are going to spend \$36 million in another pollution control programme.

Mr. Stokes: Of course, there is no smelting carried on there. It is strictly a concentrator.

Mr. Haggerty: Well, Inco now has a new process, and I think it is going to cut down on—

Mr. Stokes: No, but the concentrates are sent to Sudbury for—

Mr. Haggerty: Sudbury, so it follows because Sudbury has the new recovery process. The carbonyl process in the new Inco production there, how successful is that? That's the new process. It is supposed to cut down on the amount of pollution. Would anybody—

Hon. Mr. Bernier: I don't have a comment on that.

Mr. Haggerty: Would any of the technical people comment?

Hon. Mr. Bernier: Maybe Mr. Jewett would comment.

Mr. Jewett: The plant was brought into operation and was officially opened last month and, I think it has been running—

Mr. Stokes: For over a year.

Mr. Jewett: It has been running close to full capacity for at least six months, I believe. From the evidences I saw there—and I believe that some of the other people that

were here also attended that opening and could see it themselves—it appeared to be a highly efficient, highly automated plant with altogether excellent working conditions.

Mr. Haggerty: And that was designed by who?

Mr. Jewett: Inco engineers had a good deal to do with the design. After all, they developed the technology in England.

Mr. Haggerty: Right here at the research—

Mr. Jewett: It was originally developed at their carbonyl plant in—

Mr. Haggerty: Port Colborne is one of them.

Mr. Jewett: Well, no, they have a plant using this process in Wales. They improved the process over there, made it that much better and then they engineered it and brought it into this country.

Mr. Haggerty: And made improvements here, I suppose.

Mr. Jewett: Yes.

Mr. Haggerty: I thought much of it was through the design here at the research centre—

Mr. Jewett: They did a great deal of research here and in Port Colborne and in Copper Cliff, I believe.

Mr. Haggerty: —at the pilot plant in Port Colborne and from there on it went into the full production in the Sudbury area so, in other words, it is a very successful process.

Mr. Jewett: It would appear that it will produce the highest purity nickel produced anywhere in the world and that this is a material which will be particularly attractive to people making elements in nuclear plants and in turbine blades.

Mr. Haggerty: What about the pollution? Is there much pollution from this type of operation?

Mr. Jewett: I would like to refer that to the engineers and get you a separate report, but in going through the plant I could see none.

Mr. Haggerty: Nothing?

Mr. Jewett: There was none of any kind as far as I could see. It's a completely closed-loop, chemical gaseous separation pro-

cess, in which the effluents coming out are practically nil. Everything is recovered and recycled.

Mr. Haggerty: Is there any possibility of a spill?

Mr. Jewett: I could look into that for you, but I think there is a possibility of pollution from any plant with a rupture or break of any kind. This is always a possibility in any plant.

Mr. Haggerty: Are there safety precautions there then?

Mr. Jewett: From what I saw, I would say there certainly are; they are very safety conscious about that particular aspect.

Mr. Haggerty: No, I was thinking of the carbonyl process. It's a very dangerous gas and a heavy gas.

Mr. Jewett: I am aware of that, and in going through the plant myself I was very impressed with the extent to which they had gone to carefully tape every coupling and every valve, and to paint the taped couplings, leaving just one small hole so that if a leakage did develop, the gas would come through that hole. And I was told there were as many people on inspection as there were operating the plant.

Mr. Haggerty: Is the minister aware of any shortage of mining engineers? I understand that there is a shortage of mining engineers in the Province of Ontario, and even of skilled tradesmen dealing with mine operations.

Hon. Mr. Bernier: Well, I think there is definitely a shortage of skilled people and of common labourers in the mining industry. I was in Sudbury just a couple of weeks ago and Inco indicated to me that they could use 450 people right then and there.

Mr. Haggerty: I know they have been advertising in our local papers.

Hon. Mr. Bernier: I don't think there is a mine in northern Ontario that could not use extra help.

Mr. Haggerty: Well, I understand from press reports that there is a number of persons unemployed in northern Ontario. Why are they not being accepted?

Hon. Mr. Bernier: I can assure those people that if they are able and healthy and they want to live in the good, clean air and

environment of northern Ontario, there are opportunities.

Mr. Haggerty: You say clean air in northern Ontario, but what about the conditions of some of these mines and plants? Maybe this is what they are afraid of, and maybe this is why the younger people up there, after seeing their parents go through this—

Mr. Martel: Did the minister say they were having difficulty getting miners in Sudbury?

Hon. Mr. Bernier: Yes.

Mr. Martel: Well, they might try advertising in Sudbury. They just started advertising in Sudbury in the last couple of weeks. Prior to that they were advertising in New Brunswick.

Hon. Mr. Bernier: Right.

Mr. Haggerty: They were advertising down in the Niagara Peninsula papers too.

Mr. Martel: Yes, but they might try advertising in Sudbury first.

On the day of the opening of the new plant, that's what I said to them, "You might try your advertisements here."

Mr. Haggerty: No, but I understand there is a serious shortage of mining engineers in Ontario. What has your department done to encourage young students to get into this particular field? If we want to develop our natural resources then we must have the knowledge there—

Mr. Martel: There's a mining school in Kingston.

Mr. Haggerty: Yes, but it should be up in—

Mr. Martel: Sudbury.

Mr. Haggerty: —Sudbury.

Mr. Martel: Sure it should.

Mr. Haggerty: That's what I am telling you tonight.

Mr. Martel: They have got two years in Laurentian; the first two years, that's all. But the mining school is in Kingston.

Mr. Haggerty: No, this is where this ministry is making its biggest error, by not having that school and college up there, particularly offering courses in mining operation, mining engineering and so forth. You talk to anybody up in that area and they'll

say, "Look, we've got to have the skills, the experienced persons to come into these positions that are open in the mines up here." In fact, I believe Alberta was sending over to Japan to get experienced miners for their operations there. For some reason, we are not training our—

Hon. Mr. Bernier: Some companies are still going over to Europe.

Mr. Martel: Sure, Inco, Algoma—

Hon. Mr. Bernier: —to get people to work in the mines. Many of our own people don't relish working underground in the mines; they just don't relish it at all.

Mr. Haggerty: But I am talking about engineers and the fact that there's a shortage.

Hon. Mr. Bernier: Up to about two years ago there was a surplus of mining engineers throughout Ontario and across Canada, but that is turning around right now. Certainly we do everything we can to encourage these young people to get into the mining industry. But I have to say to you that when CBC does such programmes as "Living Death in Nova Scotia" where they had that serious coal mine accident—Springhill—

Mr. Haggerty: They did one down in the peninsula last year. But it brought about results in the long run because there was a cleanup in that particular industry. Persons are not afraid to go in there to work now.

Mr. Martel: But up in the Sudbury area, of course—this was the Lapp report which recommended that they should close out even the course being offered for the first two years of engineering and put it all down at Queen's. They argued that one out on the House floor, and John White said, "Okay, tell them to keep it open," when he was Minister of Colleges and Universities.

The industry is very interested in utilizing student engineers in the summer who eventually work for them. We finally got a president up there at Laurentian, I think, who is going to push it hard. That is Dr. Monaghan. He has gone to Kingston twice within the last couple of months to see if we can get a meaningful first two years and hopefully develop around mining and metallurgical engineering.

Hon. Mr. Bernier: I was involved in that same argument in connection with Lakehead University where we had a two-year forestry course. With the co-operation of the then

Minister of Colleges and Universities, and a little bit of persuasion from the member for Kenora (Mr. Bernier) and other northern members, we were successful in having a degree granting course established at Lakehead University in forestry. I have to agree with you that that same thing should apply to the mining industry.

Mr. Haggerty: One of the things that I find, particularly in the Sudbury area, is that there aren't enough of these persons presently employed by Inco who are versed in the new technology that is being applied to the processing of nickel. They have to go back to school to bring themselves up to date in that—re-educate themselves in that new field. Apparently there just aren't the proper facilities around for it.

Mr. Martel: I am sure if you got serious about it, Mr. Minister, they could develop the finest mining school in the world in the Sudbury area. It is all there to work with—the complicated minerals that aren't easy to separate—but with some real push, and because of all the various types of mining—

Hon. Mr. Bernier: I suspect you are from Sudbury.

Mr. Martel: I just tell you it is there, though. What else is natural? You people didn't bother going to mining, you didn't try to get a school of psychiatry at the Lakehead, you tried to work around what you had. Sudbury happens to have Timmins nearby, which is a great mining area, and Kirkland Lake. Imagine the type of school of mining and of graduate engineers that Ontario could develop. We could be bringing people in from all over the world to get their education, and the spinoff from that that would develop.

Mr. Haggerty: There are good jobs in mining and I think the young people are not aware of it.

Mr. Martel: Research could all come from a mining school located right in the heart of the mining community.

Mr. Haggerty: I am sure you would get the mining industry in that area to support it.

Mr. Martel: They have. They went against the Lapp report. Inco, Falconbridge, Algoma Steel, were really pretty bitter about the recommendations of the Lapp report.

Mr. Haggerty: So what we are suggesting is that a little leadership should come from the minister here to make the improvements

that are required for this particular industry in Ontario.

Hon. Mr. Bernier: My experience in the forestry aspect will be applied in the mining aspect too.

Mr. Haggerty: You are going to bring out the timbers, are you?

Hon. Mr. Bernier: We were successful with the Lakehead University in our efforts to have a degree granting course there. We will certainly use the same efforts and the same enthusiasm if we approach the Minister of Colleges and Universities (Mr. McNie) on a similar setup for the mining facility in northern Ontario.

Mr. Martel: Monaghan is very aggressive—the new president of Laurentian.

Mr. Chairman: Are you complete, Mr. Martel?

Mr. Martel: Yes.

Mr. Chairman: Mr. Gilbertson?

Mr. Martel: Let me know when you come. Invite me.

Mr. Gilbertson: Yes, Mr. Chairman. I am sorry, Bud, that you and I got into that hassle there and for the nasty remarks that I made. I don't know whether we understand each other—perhaps barely. I might say that I have been on both sides of the fence and I have had a lot of dirty jobs in my day and I try to keep my end up.

I'm on the other side of the fence now. I'm not an employee, I'm an employer. We're in the dusty end of the job; we work around crushers. I might say that there are going to be a few dirty jobs in this world that somebody's got to do. Nobody is forced to do these jobs. I'm sure that in some of these areas, whether it's International Nickel or whether it's Falconbridge, there are some that have clean jobs and others that have dirty jobs.

I've been up at Wawa in a mine, I might say that the member's leader, Mr. Lewis was up there too. He made some type of a remark when he was up there that didn't take too well with the miners in that area. They were proud of their job. They were proud of their mine. They were proud of what they were able to do underground. Some of those jobs weren't too clean. Many people like myself, for instance, wouldn't go down in that mine. I would say "this is not for me." But you couldn't tell that

to some of those fellows who work in that mine and who have worked underground for years. They are not discontented with the conditions.

I might say that you have to look at both sides. There's nobody that has any better opportunity than one who has come up right from scratch and has done a lot of dirty jobs. I never had anything handed to me on a silver spoon. I worked right from the bucksaw. I know what it is to work in the woods. I know what it is to work in the areas where they handle iron ore, where they handle limestone and where they handle coal.

I've been down in the cargo holds on the freighters. I think Mr. Haggerty would know. We've talked about this. I've swept in those cargo holds and we didn't have the masks that you're talking about. We maybe had one of those red handkerchiefs that we tied across our nose and our mouth. We didn't have eight-hour days. We worked from the time the boat started to unload and we stayed with it until it was unloaded. We had pushbrooms down at the bottom of the cargo holds and we stayed right with it until the last clam went up with the last little bit of iron ore, or coal or whatever it might be.

I'm sure that both these big companies and the employers are concerned about the working conditions of the employees. There are some maybe that are a little bit more hardhearted. The impression that I get on the government side of the House and I hear a lot of it—it disturbs me many times the attitude that those who are in favour of labour feel that they're the only ones who have the heart and they're the only ones who are concerned about the conditions of the working man. I might say that that's far from the truth. In these big companies, and there are examples of it in various places, some are better than others. For instance, Dofasco has a very good arrangement and I understand that its working conditions are second to none.

Every company can't be at par. Some are working with more adverse situations than others. For instance, in the paper industry there are mills that were built several years ago. It is going to be very difficult for them to modernize and to get things set in shape so that their working conditions are going to be improved. In many cases it does mean, as was mentioned here tonight, that maybe that the operation might have to shut down, maybe for a considerable length of time, in order to improve the working conditions.

I know the member for Sudbury, Mr. Chairman, got quite disturbed at me but I want him to know that I wasn't brought up on a silver spoon. I know quite a bit about the conditions that the working man has to go through.

As I say, I am on the other side of the fence now and we employ—we are in the crushing business and I still say that there are some jobs which are dirtier than others and somebody is going to have to do them. This is not going to be finished tomorrow. There is never going to be a Utopia as far as this world is concerned. There are always going to be people who have to do the dirty work.

I am wholeheartedly in agreement, and I feel, Mr. Minister, that you are too; we want to see the working conditions improved. He's a man who has come up from scratch and has employed people and I am sure he is just as concerned as any member supporting the labour party. I feel many times that they don't show as much consideration as they should for those who are on the other side of the fence.

Mr. Chairman, I just wanted to get my spoke in. I say again, Bud, if I disturbed you, which was quite visible, I am sorry for it and I hope that we don't have to be bad friends over it. I have no bitterness against you over the names you called me; maybe some of them are true. Anyway, Mr. Chairman, I think that is all I would like to say now but I do feel that there are two sides to every story.

In fact, there were two fellows who were arguing one day and a third fellow came along. They both thought they were right and one says "Well, there are two sides to this story." The fellow who came along last says, "There are three sides. There is your side, his side and the right side."

Mr. Chairman: I think, Mr. Gilbertson, you are to be commended for your flexibility and compromise. We have Mr. Ferrier.

Mr. Ferrier: I only wanted to be very brief, and perhaps this will be the last speaker and we might carry this section of the vote. I was worried about what was happening with the Onakawana situation. I had a man show me a news release that Ontario Hydro was considering about five locations in the northeast part of Ontario as a place to construct some kind of Hydro facility. There was discussion of a nuclear place. There was a release that went out in July.

The member for Sudbury mentioned it the other night, about using Lake Wanapitei.

Is the situation at Onakawana an optional situation in which, if the feasibility studies don't work out, you are prepared to scrap it or postpone it indefinitely? I got the impression from what the Premier said in Kapuskasing in October, 1971, that every effort would be made to develop that lignite deposit and, if it proved economically feasible, it would proceed and the Hydro facility would be built there and that body of lignite would be used.

Apparently, in Ontario Hydro's thinking, it is a very optional thing and if other places can be found that it prefers it is prepared to go ahead with them and, as I gather, perhaps forget about Onakawana. I have made my position clear before—I think Hydro should be doing the whole thing. It shouldn't be left to Manalta Coal and so on.

I would like some commitment from this minister that every consideration will be given to develop that lignite deposit and build a Hydro facility if it is considered at all economically and environmentally feasible, because I think that the economics of northeastern Ontario would benefit a good deal. It is not going to benefit my riding so much but it will the Cochrane-Smooth Rock Falls communities much more than mine and I think they need some encouragement.

I hope you will look at this pretty carefully and not be prepared to let Hydro off the hook if it wants to develop a nuclear plant at Wanapitei or some place at Little Current or wherever it might be and that you give pretty high priority to that lignite deposit at Onakawana.

Hon. Mr. Bernier: Certainly this is the whole thrust behind the feasibility study. I think it is general knowledge that it was on the insistence and the direction of this government that Hydro did become involved. It's a well-known fact that Hydro were reluctant to even get involved. Their engineers and their people were not that excited about developing the lignite deposit, but on the insistence of the government we went into the feasibility study. It is a half million dollar feasibility study and we are not going to let that go down the drain if it is economically viable and if it is positive in any direction. We will go on from here with the same enthusiasm as we have come this far. Really we have.

Mr. Martel: Why don't you put a little chunk of the action in?

Mr. Ferrier: I will remember that commitment, because I was disturbed—

Hon. Mr. Bernier: Yes, sir, we certainly will, because after all there is a resource—

Mr. Ferrier: —that Hydro thought this might not have as high a priority in their thinking as apparently it has in the government's thinking and the thinking of those of us who are from the northeast.

Mr. Foulds: I don't want to prolong this unduly, Mr. Chairman, but I would seriously ask the minister to make contact with Hydro on this matter, because as late as—

Hon. Mr. Bernier: We are the catalyst.

Mr. Foulds: —three and a half weeks ago the engineers of Hydro, at a public meeting at Thunder Bay, publicly downgraded the possibility of developing the lignite deposits that my colleague is talking about. So I would suggest that you talk to the Ministry of Energy and that they, in fact, treat the commitment seriously. I know the problem. They are talking about it as only being feasible in terms of on-site use, but one has the uneasy feeling that they are continuing to downgrade it.

Hon. Mr. Bernier: Were they referring to the development of a site at Thunder Bay or on-site at the lignite deposit?

Mr. Foulds: When the question came up they were, in fact, talking about it in both terms. That is, they said that it was unfeasible for the Thunder Bay area because it was necessary to work on-site, but in the remarks as I recall them, they did downgrade the deposit as being too low grade, and it seemed to me that they had made up their minds and weren't going to take into full consideration your feasibility study.

Hon. Mr. Bernier: I think there are more benefits to be gained for northeastern Ontario than just the generation of electrical power. That's the thrust of it.

Mr. Foulds: Of course.

Mr. Chairman: Gentlemen, it being past 10:30 of the clock it is time to adjourn for the night. Does vote 2104, item 2 carry?

Agreed to.

The committee adjourned at 10:33 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Natural Resources

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Friday, November 2, 1973

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

FRIDAY, NOVEMBER 2, 1973

The committee met at 11:20 o'clock, a.m.

ESTIMATES, MINISTRY OF NATURAL RESOURCES

(concluded)

On vote 2104:

Mr. Chairman: We will call the meeting to order.

Last night, Mr. Minister and members of the committee, we gave approval to item 2, so this morning we are on vote 2104, item 3.

Mr. R. Haggerty (Welland South): Forest management, right?

Mr. J. E. Stokes (Thunder Bay): Just as a matter of interest, I think it is patently unfair to members of this committee, now that we are on the last two items of the entire estimates, that we should get a copy of the annual report of the minister for 1972-1973. I didn't get it sent to my office directly; one of my colleagues happened to run across a copy of it.

I am wondering why it isn't possible to get a copy of this information in advance; certainly well in advance of the last day of consideration of these estimates. It would have assisted us to have done a much better job, to much more efficiently scrutinize the money asked for. I hope that in future years this will be taken into consideration.

Mr. Chairman: Perhaps, Mr. Minister, you would like to reply.

Hon. L. Bernier (Minister of Natural Resources): That is certainly an excellent suggestion. I see that the copy of that particular report was received at my office on Oct. 31.

Mr. Haggerty: That's what you call speed.

Mr. Chairman: Are you suggesting, Mr. Minister, you could have done an even better job had you had that report all during these estimates?

Mr. Haggerty: That is what he said.

Hon. Mr. Bernier: I think maybe we could.

Mr. J. F. Foulds (Port Arthur): You are not supposed to lead the witness, Mr. Chairman.

Hon. Mr. Bernier: I think I can assure the members that next year we will attempt to have it delivered to them at a much earlier date.

Mr. Stokes: It would have been much more appropriate this year in view of the reorganization of the ministry; it is much easier to follow this report than the last one that was made available. There was an awful lot of confusion, and I think we would have dispensed with the estimates in a much more orderly fashion if we had had this format rather than the old one.

Hon. Mr. Bernier: Well, Mr. Chairman, I am glad that the member for Thunder Bay recognizes the efficiency of our ministry in the preparation of a much better report.

Mr. Foulds: Pointing out the inefficiencies—

Mr. Stokes: It's kind of an affront. You could have at least waited a week, you know, and not thrown this at us in the last two hours of these estimates.

Hon. Mr. Bernier: No, this is not the last two hours, Mr. Chairman. We have all kinds of time; I'm prepared to sit here for a week if you wish.

Mr. Stokes: Well, we're not.

Hon. Mr. Bernier: I don't want it ever to be said that we are going to rush these estimates through.

Mr. W. Ferrier (Cochrane South): We were waiting for you Monday, but somehow or other the following—

Hon. Mr. Bernier: Oh yes. Well, I was waiting for you Wednesday night too.

Mr. Chairman: Gentlemen, we are on vote 2104, item 3.

Mr. Haggerty: Thank you, Mr. Chairman—

Hon. Mr. Bernier: I wonder if I could comment, Mr. Chairman—

Mr. Chairman: If I may interject, the minister has something further he wishes to say.

Mr. Haggerty: Not another statement?

Hon. Mr. Bernier: No, this is in reply to Mr. Stokes' request of late last night, I believe, concerning the ploughing of the Armstrong road, a portion of which comes under my ministry. I can assure him that the efficiency of this ministry was again exercised last night; the snowploughs were out and the road is clear and passable, even though there is a really severe storm now blowing in northern Ontario.

Mr. Stokes: Thank you.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Thank you, Mr. Chairman. The member for Thunder Bay has raised an important point, that too often we sit in these committees and we don't have sufficient information before us. The annual review of the mining industry, dealing with the estimates, was handed to us here just yesterday, and now we come in with a report on management of forests. Perhaps the minister just received his, but the members were a little bit in the dark; and I think it would assist us to properly scrutinize the different expenditures in this particular vote to have this kind of information before us.

Interjection by an hon. member.

Mr. Stokes: Mr. Chairman, would you maintain a little order in here?

Mr. Chairman: Yes. Mr. Haggerty.

Mr. Haggerty: Mr. Chairman, from what I've seen of the forest industry in the Province of Ontario—and I'm afraid I don't know that much about it in that particular part of northwestern Ontario except what I've seen in the past few years of inspection up in that area, particularly on one of the government trips—I can think of one person who has contributed more to reforestation in the Province of Ontario than anyone else. That's the grand old man of reforestation, Dr. Zavitz, who was born and raised in one of the municipalities that I represent, Ridgeway, Ontario. I think that gentleman has done very much for reforestation.

This raises a point that I'm concerned about. It is that when our resources are

being depleted, such as in the forest industry, one sometimes would have to question the programme of reforestation, or bringing back new growth. From the operations I've seen up there, I think the biggest expenditure by the Province of Ontario is perhaps in this vote.

Sometimes I'd have to question whether the private industries dealing with the forest industry should be, perhaps, paying more of their share of reforestation in the Province of Ontario. I can see this and I've seen it on that trip to northern Ontario. I bring this to the attention of the minister.

My other concern is that I have had come across my desk the matter of safety in the forest industry in Ontario. I'm sure we're all aware of the latest one—those in receipt of this—and the problems with Workmen's Compensation Board and the number of accidents that happen in this type of industry. For some reason, one arrives at the impression that there's little done in enforcing safety throughout the forest industry in Ontario.

Hon. Mr. Bernier: Mr. Chairman, if I may interrupt here, logging safety is with the Ministry of Labour.

Mr. Haggerty: It's with the Ministry of Labour?

Hon. Mr. Bernier: Yes.

Mr. Haggerty: But still this ministry should have some input into it, though. Is the minister not concerned about this particularly?

Hon. Mr. Bernier: Yes, we do have an input.

Mr. Haggerty: This is right and this what I'm saying: Perhaps a little more input by this ministry would assist those persons in some of the problems they do have in accidents in that type of industry.

My other concern, Mr. Chairman, is the matter of the forest industry in Ontario; particularly, we know there is a shortage of paper products in the United States which causes some problems here in Ontario and throughout Canada. It certainly does put a squeeze on the input of this particular industry and, of course, pricing that is being manipulated in the states puts an extra cost to consumers here in the Province of Ontario, particularly in the lumbering field, for a person who has to go out and buy lumber for building a home in Ontario. I can't ac-

cept the principle that we should be looking to other countries to establish the price we should be paying for lumber in Ontario. The price of lumber here has skyrocketed so high it's almost impossible for a person to go out and buy a 2x4 today.

I suggest to the minister that I would like to see, perhaps, an inquiry made into the pricing of lumber in Ontario. I suggested before that there are, perhaps, no tariffs on lumber products or paper products going into the United States and this gives them some certain benefits. Perhaps we should go back to a two-price system here in Ontario; that is, that there are two prices for lumber, one for export and one for the Ontario consumer here in Ontario.

I think this is the only fair way that it should be done. It's part of our natural resources here. It's often said that it belongs to the public. I believe it does and the public is the citizens of this province and I think the priority should be established and set here in their interest.

Of course, we can come back and say, "If they're going to ship it to the United States we'll have to look at the other matters and say that we should have wage parity with what they are paid in the United States if we're going to have to pay this price." Of course, I don't quite agree; we're separate countries. Maybe wage parity might be the answer, I don't know. But I say this, Canadian priorities must come first in this matter.

I hope the minister will establish some type of a review board, or review of the lumbering industry in Ontario. It was mentioned this morning in the *Globe and Mail* that the natural resources—minerals, oil and I suppose it includes the forest industry in Ontario—have never had it so good as they have right now. Their profits are up more than—higher than they have been in the last two years and I think it's worthwhile to review the price of lumber in Ontario.

Mr. Chairman: Thank you, Mr. Haggerty. Mr. Stokes. I'm sorry did you wish to comment, Mr. Minister?

Hon. Mr. Bernier: Yes, I think I'd like to comment on a couple of points there, Mr. Chairman.

One was that you briefly touched on the silviculture programme we have; the regeneration programme now in operation. I would point out to you that this year on Crown lands we'll work on 40,000 acres;

in agreement forests we have about 7,700; Woodlands Improvement Act, 9,000, for a total of about 57,000 acres. To show you the increase next year that 57,000 will go up to 95,000. This is part of our increased emphasis.

Mr. Haggerty: Who is paying the biggest shot of this now?

Hon. Mr. Bernier: The province is paying this. We do ourselves.

Mr. Haggerty: Why aren't those who are reaping the harvests paying more than their fair share?

Hon. Mr. Bernier: They do, through their stumpage payments. For every cord of wood they cut, we take a royalty off that. We also have agreements with the companies themselves.

Mr. Haggerty: Certainly we should be getting royalties off stumpage, but—

Mr. Foulds: As a matter of fact, the reforestation programme costs more than we get in stumpage fees.

Mr. Haggerty: That's right. That is the point.

Hon. Mr. Bernier: Yes, I would say it would. Yes. Right.

Mr. Foulds: So we are subsidizing them?

Mr. Haggerty: We are subsidizing the industry.

Mr. Foulds: And we are getting more and more jobs?

Hon. Mr. Bernier: We are getting jobs out of it. That is part of our overall economic picture.

Regarding the lumber prices, I would say to you, sir, that at this point in time I don't have any intention of setting up a review board investigating the prices of lumber. I can speak with a little bit of authority on this particular matter, because I live in a lumbering community. I know what it is like to live in a lumbering community when the prices are depressed. It is only in the last 1½ to two years that the lumber industry is reaping what I think is its fair share of the market.

The prices of lumber, of course, are directly connected to world conditions and world demands. It is a supply and demand situation, and rightly so, as with other com-

modities. The situation in Japan now is that the demand for lumber in Japan is escalating tremendously. The United States has cut off its exports to Japan. This has increased our exports to Japan to fill in that gap.

I just can't accept at this point in time that we should examine lumber prices. I think they are fluctuating on a day-to-day basis. Some days you hear they are up to \$200, and in the next two or three weeks they are down to \$175. But that, in turn, is directly related to the economy of northern Ontario.

I wish I had a list of the number of new stud mills and sawmills that have come into being in the last year; not only because of the increased price, but because of the emphasis that this ministry is putting on those large licence holders for more diversification and a broader utilization of those wood resources. So to say that we should throttle and hold back the lumber prices—

Mr. Haggerty: I didn't say throttle, I said to review.

Hon. Mr. Bernier: It would be folly, because we are directly connected to what is happening in BC.

Mr. Haggerty: In B.C. you are well aware that they are shipping the logs over to Japan and they are bringing it back as plywood. Perhaps they are even moving into the Province of Ontario in this type of an operation. I am sure that there are indications that they have made attempts to move in here to take the raw product out of this province, take it over to Japan, make it into plywood, and then ship it back and make the profit on it.

Hon. Mr. Bernier: Mr. Chairman, I think I would like to put on the record the number of new developments that have occurred in northern Ontario, which I think are directly connected to the new prices that are being offered for lumber products and also directly connected to the new emphasis, the increased emphasis, of this ministry to broader utilization of those resources.

Spruce Falls Power and Paper Co. at Kapuskasing—\$3,865,000 new stud mill. Great Lakes Paper Co.—this is prior to yesterday's announcement—a stud mill and a tie mill, \$4 million. Yesterday, of course, we had that major announcement of a new kraft mill, a \$118 million development. At Pope and Talbot—in my old home town of Hudson—\$2½ million improvements to their sawmill,

which will add about 127 people to their employment rolls.

Mr. Ferrier: You are going to become a city that way.

Hon. Mr. Bernier: Yes, we are headed in that direction. Weldwood of Canada at Longlac—in the member for Thunder Bay's riding—\$8 million for a waferboard plant. Eddy Forest Products Ltd., Nairn Centre—a sawmill, \$5 million. Newaygo Timber Co. at Mead—\$4 million for a sawmill.

Laidlaw Lumber Co.—that's MacMillan Bloedel at Thunder Bay—had a major development, and solely through the efforts of this ministry we attracted that company to come into northwestern Ontario and use those species, balsam, birch and poplar, that heretofore were not being used by the major wood users in that particular area. The amount of their expenditure is \$9.4 million for a flakeboard plant.

Kimberly-Clark at Terrace Bay—a stud mill, \$3.3 million. Waferboard Corp., this is the Malette at Timmins, Ont.—the member for Cochrane South's riding—and I had the opportunity of attending the official opening ceremonies — a new flakeboard plant — \$4,350,000. Kokotow Lumber at Kenogami has a new \$3 million sawmill. Sklar Furniture has a \$3 million sawmill at Mattawa, and I had the pleasure of attending the opening with the member for Parry Sound (Mr. Maeck). It is the most modern sawmill I think I have seen in many years. And Rogerston Lumber Co. has a \$1 million sawmill at Alban.

When you see these kinds of expenditures, there has to be some reason for it. And it has provided close to 2,000 new job opportunities in northern Ontario.

Mr. Haggerty: I agree. I think we welcome that type of expansion.

Hon. Mr. Bernier: Well over \$50 million.

Mr. Haggerty: But the point is, Mr. Minister, every time that there is a price increase in plywood and lumber—and it has doubled within the last year—you haven't seen it being passed on to the persons producing it—the labour, the employees themselves. They have battled at the bargaining table. Every time there is a price increase, there isn't too much of it passed on to those people.

Hon. Mr. Bernier: Oh, I disagree with you now. We have got new union agreements in northern Ontario, we have got

security and stability in the lumber business. We have never had that before, and we have it today. If you live up there you see what is going on. There is new enthusiasm and new thrusts are coming forward because of these developments—it is heartening indeed.

Mr. Haggerty: This is right; I quite agree with you on that. But usually the contracts run for three years and they can establish a price increase over the three years, which is reasonable. Lately, however, it has just got out of hand. In fact, local businessmen in my area can't even buy a piece of pine. It is too darn expensive to purchase. Why is it that the price of pine is so high?

Hon. Mr. Bernier: I suppose one of the reasons—we could ask the federal government to reduce that—

Mr. Haggerty: Oh, don't bring the federal government in. This is our natural resource and it is your responsibility. All I have asked you to do is to set up a review board to see that the consumer is not being gouged.

Hon. Mr. Bernier: I don't have any indications that the consumers are being gouged. It is a supply-demand situation. There is a shortage in the United States. I come from northern Ontario—

Mr. Haggerty: But surely there should be Canadian priorities; we should not worry about some other country. Surely we come first in matters involving natural resources which belong to the people here.

Hon. Mr. Bernier: These increased prices are being funnelled back to the people of northern Ontario, where the resources are harvested. You are indicating that the money is going into the pockets of the operators. I say to you that there have been new union agreements.

Mr. Haggerty: I am not saying they are not getting a good wage, but I don't suppose the increased wages go along with the increased prices of the products being sold on the market today, that's for sure. That is why I think there is gouging in it.

Hon. Mr. Bernier: No, I can't agree with you—because just 1½ or two years ago we had many mills in northern Ontario which were on the verge of collapsing because prices were far too low. They couldn't operate. They couldn't meet labour demands in the union agreements. They just couldn't live up to them at those prices. I think they

are getting a fair return on their product today.

Mr. Haggerty: Maybe they are.

Mr. Chairman: Mr. Stokes.

Mr. Stokes: I have some overall statements I want to make about timber policy in the province, but I can't let the minister's last statement go unchallenged. Since you are so knowledgeable about the lumber industry I want to ask you, how much does the sawmill operator pay for a cord of saw logs?

Hon. Mr. Bernier: I suppose that would vary.

Mr. Stokes: It would vary, but within \$3 to \$4?

Hon. Mr. Bernier: I would suppose \$40 or \$50 a cord.

Mr. Stokes: That is a little bit high. It would run between \$37 and \$42. Now, how much do you think the sawmill operator should get for 1,000 board feet of lumber?

Hon. Mr. Bernier: I am certainly not an economist; I am not that knowledgeable of the costs. The capital requirements, as you can see from my statement earlier, have escalated tremendously. The day when you could set up a two-bit sawmill on a few 8x8s—or stilts, as we used to refer to it—is gone forever.

Mr. Stokes: That's right. You're talking about maybe one per cent of the sawmill industry. Let me ask you another question since you can't answer that one. What do you think is a fair price for 1,000 board feet of lumber paid by you and me and the member here as consumers?

Hon. Mr. Bernier: Now that's a very ambiguous question.

Mr. Foulds: Ambiguous? It is very direct.

Mr. Stokes: You threw around the statement there of \$175 to \$200.

Hon. Mr. Bernier: Yes, it varies. We are tied to a national market. British Columbia can land and deliver lumber in the Ontario market cheaper than some of our mills are producing it today, because of the preferential freight treatment they are getting on the national railways. It's not something that is confined just to the Province of Ontario, that there is a gouging, so you say, by these operators. They are in a very highly com-

petitive market. As I said earlier, it fluctuates on a week-to-week basis.

Mr. Haggerty: There is nothing wasted in the forest industry today. Even the sawdust is being used.

Hon. Mr. Bernier: That's the way it should be.

Mr. Haggerty: Well, sure.

Mr. Stokes: Just a minute. I want to ask the minister why in the heart of the saw log industry a person should be called on to pay \$402 per thousand for a 1 x 8 shiplap? Do you not think that's gouging? Don't even answer, because as a matter of fact I was instrumental in negotiating a rather large amount of saw logs for a fellow who held a third-party agreement with the saw log operators, and I have some idea of how much the sawmill operators are paying for a cord of saw logs.

I happen to know, too, just about how much the sawmill operator gets for 1,000 board feet. I happen to know how much the lumber yards are charging the average Joe on the street. I was shown this invoice. It's for 1 x 8 shiplap of spruce, and it's not No. 1 grade, it's utility grade. It was used for the roof of a garage. The price the Beaver Lumber Co. in Nipigon got for it was \$376 per thousand and the provincial sales tax was an additional \$26.32 for a total of \$402.32.

Mr. Haggerty: And that's gouging.

Mr. Stokes: If that isn't gouging, Mr. Minister, I don't know the meaning of the word. You say that it's the law of supply and demand, that every penny we can get for the fellow that earns his living in the bush is fine and dandy, and all the more power to him. I think we have to be assured that if the lumber industry is going to remain viable the sawmill operator gets a decent return on his investment dollar. I'm all for it. I don't quarrel with you at all there, but I do when I see lumber yard prices. I'll bet you that markup is as much as 75 per cent. I think you should look into it.

These markups are a disgrace for people who have sawmills operating all around them and have the resource right on their doorstep. As you say, the fellow that works with a power saw in the bush is for the first time in a long while coming into his own and he's getting a fair return for his labour. The sawmill operator is getting a fair return on his

investment dollar. But people like this are marking up the product—let me be conservative for a change—50 per cent, I would hazard a guess.

Mr. Foulds: That is small "c."

Mr. J. R. Rhodes (Sault Ste. Marie): We've said all along he was.

Mr. Stokes: I think that this is just unconscionable. Would you agree?

Hon. Mr. Bernier: No, I wouldn't agree in total with the member because there are a number of circumstances that may be applicable to that particular sale, the quality, the type, and so forth.

Mr. Stokes: I did a little investigating, Mr. Minister. I phoned three lumber yards in the city of Toronto for the cost of this particular shipment and it was cheaper on the Toronto market than it was in Nipigon.

Hon. Mr. Bernier: I suggest to you that if that's the way the Beaver Lumber Co. operates in Nipigon, then it should be exposed publicly. We are in a free enterprise, competitive situation. That individual has all the choice of buying in Thunder Bay or buying in other areas.

Mr. Haggerty: It is competitive that they can gouge, is it?

Mr. Foulds: He is competitive by going to Thunder Bay and he has his transportation costs from Nipigon to Thunder Bay; that's another 50 miles. Who is competing with him in Nipigon?

Hon. Mr. Bernier: It is a resource that is available in that particular area. I had the pleasure of going to the Okanagan Valley in BC this past summer; right in the middle of the harvest season. I said to my wife and family that this was a great time to pick up some fruit. I particularly enjoy fresh apples. I was shocked and amazed to buy McIntosh apples at roadside stands, little baskets, for \$1. We went back to Calgary; the same apples, the same box, 75 cents. The same principle applies; just because they are grown in that particular area doesn't mean to say that you are going to get them at a reduced rate.

Mr. Foulds: Yes, but there is a wrong principle there Mr. Minister, and there is a wrong principle here.

Hon. Mr. Bernier: The principle is there.

Mr. Foulds: This is your responsibility and you shouldn't condone it.

Mr. Stokes: There is something wrong with the market forces, Mr. Minister, when we have the resource there; we have the processing capability and, because of other forces, whether it be a scarcity of the product or a demand for the product and the freight rate structure, it is cheaper to buy that product in the Metropolitan Toronto market than right at the source. There is something wrong.

Hon. Mr. Bernier: I said to you earlier that because of the freight differential between BC and Ontario, BC lands its lumber in Ontario cheaper than we can produce it here. And we sell it.

Mr. Haggerty: It costs more to build a home up there in that area than it does down in southern Ontario, because I priced it this summer.

Mr. Stokes: Let me throw another one at you. It is cheaper to buy new products that come from interior BC in Dartmouth, N.S., than it is in the city of Thunder Bay which is 1,500 miles closer to the market.

Mr. Rhodes: That's the freight rates.

Mr. Stokes: Sure, but you can't justify it. You can't justify this on the basis of freight rates.

Mr. Haggerty: Freight rates don't come into this at all.

Mr. Rhodes: It could be volume buying. It could be the volume of purchases they make.

Mr. L. Maeck (Parry Sound): Mr. Haggerty, is that the type of lumber that would be produced right there?

Mr. Haggerty: Sure.

Mr. Maeck: It is?

Mr. Foulds: The volume of purchases has nothing to do with it. Is a 50 per cent markup justified?

Mr. Stokes: I just wanted to challenge the minister on those statements.

I want to get into some statements that he has made and I think I should be fair with the minister in saying that for the first time in a long while you are at least acknowledging that there is a problem with regard to two things in particular in the timber branch.

The first is that there has got to be a rationalization of timber limits so that you do get maximum utilization and that you don't have these feudal barons looking over large tracts of boreal forests, much larger than they could ever hope to use on the basis of their present ability to harvest it and to husband it properly. I want to ask the minister, what do you propose to do? You say:

. . . wants a thorough study in the allocation of Crown forest lands in Ontario with a view increasing utilization of this resource. In a Report on Business interview, the minister indicated he was bothered by a situation where some mills have leasehold lands with annual allowable cuts that are 110 to 120 per cent of what can be consumed by operations at full capacity.

Some of them are operating on their own limits at about 40 per cent of capacity because they have found other sources for fibre, such as sawdust, chips and things of this nature.

I have people coming to me, not daily but on a regular basis, saying they would like to get into a small sawmill operation but can't find the timber because of commitments of large volumes of timber to these 13 major holders of timber licences. Sure, you can point to cases such as Great Lakes, which for the first time in many years is going to use much closer to its allowable cut than was ever the case before and I welcome it.

My only adverse reaction to the announcement made by the Premier (Mr. Davis) yesterday that there was going to be another \$120 million spent on a sawmill operation and a pulp mill operation at Thunder Bay—and I have the same gut reaction when you mention the MacMillan Bloedel waferboard or particle board operation in Paipoonge township.

Thunder Bay is considered the prime centre for all of northwestern Ontario. I may be accused of being a little bit parochial—perhaps I am—but when I think of towns like Hudson, for instance; when I think of towns like Atikokan for instance; when I think of towns like Geraldton; when I think of towns like Beardmore, boy! What a shot in the arm it would be for them to get some sawmilling capacity, some job-creating activities on their doorstep.

Many of those northern communities are just gasping for survival and all the time Thunder Bay is continuing to grow and be-

coming much more viable. As you know, the cost of land in the city of Thunder Bay is among the highest in the nation. When you're asking people to migrate from places like Beardmore, Savant Lake and Pickle Lake to jobs in the city of Thunder Bay, based on these new announcements, you're really not doing many of them any favours. I would suggest that the processing be done much closer to the source where you will make a lot of people very, very happy.

I'm sure you could go to towns like Geraldton where they're crying for an economic base and some ability to assess small industries so that they have a better tax mix of industrial, commercial and residential. While I'm not taking you away from the city of Thunder Bay—sure, our industries are attracted to where the most services are—I don't think you're doing people in these small communities much nearer the resources any favours by asking them to commute up to 100 miles for the jobs that will be created in Thunder Bay as a result of these announcements. If you can diffuse some of these economic activities much closer to the resource, where you're helping the people who traditionally work in these industries, I think that you would be much better advised to do that.

With regard to the silvicultural programme, you are making steps. Just this morning, I got a copy of your 1973 annual report on natural resources, and you are moving. The acreage treated or tended is much in excess of what it's ever been since I've been scrutinizing this ministry. You're to be commended for it. I'm just wondering how close you are to doing it.

As a result of your recent trip to Sweden, you say:

The emphasis the Swedes place on the regeneration of their forests impressed me. Reforestation is an essential part of forestry practices in Sweden and has been required by law since 1905, by the industry, I'm told, not by government. Their dependence on the forest industry is so great that everyone is conscious of the value of trees. I think that attitude is something we lack here in Canada.

The Ministry of Natural Resources carries out all reforestation programmes on Crown lands in co-operation with the paper companies, but I believe more should be done. For every three trees that are cut, I guess we are lucky if we plant one. My foresters tell me this rate must be accelerated. It should be close to two

trees planted for every three cut. Natural regeneration will look after the other third. Action is necessary because I think we have to guarantee a continued source of supply on a long-term basis.

I just wanted to get to a draft report, done for the select committee on economic and cultural nationalism, a report that was prepared for them by Kates Peat Marwick and Co.

There are some very interesting observations in this report and I'm sure the minister will peruse it with a great deal of interest. I just want to equate what you said that the experience was in Sweden with the attitude of companies operating in Ontario at the present time. It really makes no distinction between foreign-owned companies and Canadian-owned companies.

In interviews with vice-presidents directly responsible for woodlands, all showed genuine concern for the long-term prospects of the forest. The only exception was voiced by an official of a Canadian-owned company who compared the responsibilities of the Ontario government for the forest with those of a landlord collecting rent (stumpage fees) from his tenant (pulp and paper company), the landlord being responsible for the maintenance of the resource.

In the light of the Ontario government's heavy expenses on fire protection, tree nursery services and other expenditures and the inherent value of the forest, this attitude would be difficult to justify on a rational basis. It reflects to some extent the highly private enterprise-oriented attitude of some pulp and paper executives.

What they are saying is that because it has been coddled for such a long time in the Province of Ontario, industry is continuing to make increasing demands on the province and the public purse for the good management of the forest resource. And it is going to continue to exert pressure on you for a greater financial burden for the maintenance of a viable timber industry in the Province of Ontario.

I think there is a limit to what the taxpayer should be forced to pay with regard to proper forest management. The industry—whether it be the pulp and paper industry, the saw log industry, the waferboard industry, the plywood industry—has never been more buoyant. I think it's common knowledge—as a matter of fact, even in this report it does say this—that during the doldrums

in the late 1960s, the pulp and paper industry did nothing to try to modernize its equipment so that it would be more competitive.

In the reports of the Canadian Pulp and Paper Association dating back six or seven years ago, when Mr. Fowler was the president he did a lot of forecasting about the increased need for wood fibre for any number of uses. He even suggested in the mid 1960s that the demand for wood fibre would double between then and the 1980s and quadruple between then and the end of the century.

It hasn't been quite that good, but when you look at the demand for all paper products now, it is quite obvious to the industry, to foresters and hopefully to your own ministry, that we have got an awful lot of catching up to do. And when you consider that in the greater part of the boreal forest it takes a minimum of 60 years and a maximum of 120 years for a tree to reach maturity, depending on its ultimate use, you are going to have to take much more decisive action than you have taken even this year in order to meet the demand for wood fibre so that we may maintain our relative position not only in the national market but in the international market.

I am not saying you haven't done anything. All I am saying is that I don't think you have done enough. And hopefully you will expand to a much greater extent on your regeneration and tending than is indicated by the most recent report that was made available to me this morning.

The other thing that I want to get involved in, and I don't want to pre-empt remarks that my colleague, the member for Port Arthur, will be making, is that I want to know how serious you are about undertaking a complete review of the licences and the licensed areas in the Province of Ontario at the present time, having regard for a complete inventory. I was having a little joke with your deputy, Mr. Herridge, about a document that came to my attention this morning, too, put out by Environment Canada and it is called "Wood Allocation by Dynamic Programming." I don't know what the hell that means and the more I got into it the more confused I got, so I threw it away.

People are concerned that we do have a much greater use of the wood fibre because as I suggested to you last year when the Minister of Agriculture and Food (Mr. Stewart) was present it is just like saying that you, Mr. Minister, are like a farmer who

has responsibility for a huge farm. In this case, the product is trees. If you, because of your present policies, do not make it possible, having regard for market situations, for complete utilization of the wood fibre that is grown on an annual basis and having regard for the allowable cut on a sustained yield basis—I don't know what the latest figures are but the last ones I can recall showed that we were using about 15 per cent of the allowable cut in hardwoods right across the province.

You can say that some of them were too far away from the market or they were considered a weak species and they were really just coming into their own. I noticed in the announcement made yesterday that Great Lakes, for the first time in a long time, is going to be using a lot of the hardwoods in its pulp industry and this is fine and dandy. I want to suggest to you that not much more than 50 per cent of the softwoods are being used at the present time. When you consider that we have towns like Armstrong, we have towns like Savant Lake, we have towns like Sioux Lookout where the resources in the immediate area are sufficient to sustain a pulp mill with a capacity of 600 tons a day which is the equivalent of the largest pulp mill that we have in the province at the present time, I suggest that you should be looking at some rational way of allocating timberlands in a way that maximum harvesting can be undertaken. You, as the farmer, are harvesting at maybe only 50 to 55 per cent of our growing potential in the province at the present time.

You are moving and you indicated in your opening statement that several things had got under way; new projects have got under way. I still think you have a long way to go and if we are going to provide the kinds of jobs that are necessary to keep people in the north where the greatest percentage of the wood fibre is, you are going to have to continue at a much more rapid pace. Every day you procrastinate—it is a renewable resource—if you allow it to over-mature, rot and fall down that is a loss to the economy of the province.

I don't know of any farmer who would plant a crop and then harvest only between 50 and 55 per cent of it and leave the rest of it standing there. This is just not good economics and I think my friend from Huron (Mr. Riddell) would agree with me.

Mr. Rhodes: In all areas of the province?

Mr. Stokes: Pardon?

Mr. Rhodes: Is this policy in all areas of the province?

Mr. Stokes: Wherever there is a demand and wherever the wood fibre is economically—

Mr. Rhodes: Where it is reaching maturity?

Mr. Foulds: Except in provincial parks.

Mr. Rhodes: Never mind, it is one big farm we are talking about now, isn't it?

Mr. Stokes: It is a big farm and if a fellow has a farm, maybe he leaves a couple of trees there to look at.

Mr. Rhodes: Not the trees, let's talk about the other stuff. I am sorry, Mr. Chairman, but I want to get this in perspective because I don't disagree with him. I would like to know, though, are you saying that if you are growing a product on a farm, you harvest it; you don't let it go to maturity and rot?

Mr. Stokes: Yes.

Mr. Rhodes: Does the farmer let anything that he has planted grow in any of his fields and not harvest it? I'll ask the member for Huron; he is the farmer. They harvest it all, right?

Mr. Stokes: I don't think he does; I think he harvests it all. All I am saying to the minister is sure, you are making steps with regard to your silviculture and your regeneration, reforestation and tending. It is a step in the right direction. All I am urging is that you do more of it.

I would like to see a rationalization of the timber licences held at the present time, so that where companies aren't using anywhere near the allowable cut you could maybe withdraw the licence and enter into an agreement with them on a volume basis where they are assured of ample supplies for their present needs, and then you allocate those resources to other people who are prepared to use them at this time, because you can't sit on these for 30 or 40 years and say we will ultimately use them. It is a renewable resource that will overmature, rot and be lost to the economy if you don't do something about it.

Because of the buoyancy of the market, now would be the time to get into these areas that are much too far from existing mills and think seriously of establishing new mills. I think of the E. B. Eddy domain that was held in northeastern Ontario; Elk Lake for instance, where that has reverted to the

Crown. Sure you've got a few small sawmills that are starting to use this, but I don't think anyone is kidding himself that these small mills will ever be able to use all of the resource on this huge tract of timber that has now reverted to the Crown. I think of areas north of Sioux Lookout and Savant Lake.

Hon. Mr. Bernier: It's all gone.

Mr. Stokes: If it's all gone—

Hon. Mr. Bernier: It went yesterday afternoon.

Mr. Stokes: I don't know whether it did or not.

Mr. Foulds: You mean it went to Great Lakes? I thought the Premier said in his statement that the expanded production could be met from the areas presently under licence.

Hon. Mr. Bernier: That has been under licence.

Mr. Stokes: That has been under licence but they haven't used it.

Mr. Foulds: They've had it but they haven't used it for years. It is only now that they are beginning to exploit it, so that—

Hon. Mr. Bernier: Right.

Mr. Foulds: —timber has in fact been wasted.

Hon. Mr. Bernier: Wasted?

Mr. Stokes: A lot of it has.

Mr. Foulds: Over the past years.

Hon. Mr. Bernier: If you are spending \$118 million you want to make sure that when you get to the end of the road the resource is there to harvest. You have to give them some assurance, really.

Mr. Stokes: Okay, that is one area, I will concede that to the minister.

Hon. Mr. Bernier: You want to believe that.

Mr. Stokes: Yes, I will concede that to the minister. I'm not saying you are not doing anything. Sure, when you are talking about a million cunits a year for one company that's an awful lot of trees and it takes a large area of the boreal—

Hon. Mr. Bernier: You want to believe that.

Mr. Stokes: —forest to sustain an operation of that magnitude on a perpetuating basis But there are a good many areas—

Hon. Mr. Bernier: That's just one, there is more to come.

Mr. Stokes: Take a look at places like Beardmore, like Geraldton, like Armstrong. Armstrong, as you well know, is the community in the Province of Ontario that at this particular point in our history really needs a shot in the arm. All I'm saying is, what you are doing is fine, but do more of it.

Mr. Rhodes: I've got a great line, but I'm not going to use it.

Hon. Mr. Bernier: I wonder if I can reply—

Mr. Chairman: Go ahead.

Hon. Mr. Bernier: I'd just like to make a few comments. Certainly I share with the member for Thunder Bay his desire to have a pulp mill in every community in northern Ontario.

Mr. Stokes: I didn't say that.

Hon. Mr. Bernier: There is nothing I would like better than to have a major sawmill even, or some form of a forest-using industry established there, and I think of Savant Lake, I think of Armstrong, Beardmore, Geraldton, all those.

Mr. Stokes: Let me put it in proper perspective, how would you have felt when Lac Seul Land and Lumber was bought out by Pope and Talbot from Seattle if they had said, "Okay, we are going to close down this operation. You just give us the saw logs and we'll shoot them down to our mill in Thunder Bay"? You wouldn't have stood still for one solitary second. You would have said, "You maintain this operation here or we don't give you limits." All I'm saying is, if you had taken that same attitude and made the same argument with regard to Great Lakes Northern Forest Products and Great West Timber, we'd have had a lot more viability in remote communities in the districts of Thunder Bay and Kenora than we have at the present time.

Hon. Mr. Bernier: Well, you are directly connecting the economics and the viability of the operation. When you get a—

Mr. Stokes: If it's viable in Hudson, it's viable in Armstrong.

Hon. Mr. Bernier: When you get a new plant or a new kraft mill, as was announced yesterday, then there are certain economic advantages to developing that in Thunder Bay. If the member for Port Arthur would like to indicate we should put it up in Armstrong or Savant Lake—

Mr. Foulds: I'll have a statement to make about that when I get my chance in these estimates, Mr. Minister.

Hon. Mr. Bernier: Certainly those are problems and we're dealing with them—

Mr. Chairman: The member is not on my list.

Mr. Foulds: As soon as you came in, I indicated to you, Mr. Chairman, that I would like to speak.

Hon. Mr. Bernier: I think it's fair to say, now that the economic upturn is with us, that we have responded; even prior to the economic upturn we were on to it. We had indications that things were going to happen both in the lumber industry and in the pulp and paper industry. That is when we started to put the pressure on and started to become more closely connected with their particular operations as it relates directly to their allowable cut. And I could mention a number of the major companies, such as Ontario Paper Co.

But I say to you, Mr. Stokes, that our problem, even as we're moving on this same track, is still going to be that we won't have enough wood. That's the problem that we're facing now. With the increased desire and expansion of both the lumber industry and the pulp industry, I can see that we'll be up to that 100 per cent allowable cut in five or 10 years; then we'll face real problems.

Mr. Haggerty: Perhaps the reforestation programme has failed.

Hon. Mr. Bernier: Right.

Mr. Stokes: That's not a problem. All you're saying is you're making maximum use of it. Let me give you the specific instance of Domtar and St. Lawrence Corp. Take a look at your timber limits map: Domtar has an allowable cut of 600,000 cords a year. What are they cutting?

Hon. Mr. Bernier: Do you know if their plant expansion will take that?

Mr. Stokes: Is it 150,000 cords? Now, I don't have to tell you what's happened to the other 450,000.

Hon. Mr. Bernier: Ontario Paper Co. will be over its allowable cut. Domtar will meet its allowable cut. Dryden Paper Co. will be over its allowable cut. Kimberly-Clark, with its expansion at Terrace Bay, will exceed its present allowable cut.

Mr. Stokes: All they have to do is move into the Pagwa subdivision.

Hon. Mr. Bernier: The list is endless; even Boise Cascade and Austin Lumber Co. are included. So we're reaching that point to which the member thinks we should be moving, and we are getting there.

I would say to you now, we're slightly over the 50 per cent figure. By 1973-1974 we'll be well over the 50 per cent figure for the allowable cut right across the province—and remember that takes in that huge area in northern Ontario. But the main problem still lies with those unused species, particularly poplar, which is a real problem. But we're up to 75 per cent of our allowable cut in maple and hardwoods.

Mr. Stokes: Yes, but the time has long since gone when a pulp and paper company doesn't really concern itself about newsprint production; it should be using those other species and leaving the prime species for a use that it's better suited to.

Hon. Mr. Bernier: I'd have to agree with you—

Mr. Stokes: If you're allowing 12- to 14-in. saw logs to be ground up for pulp when they could well use a lot of these other species, they shouldn't be able to do that.

Hon. Mr. Bernier: That's an interesting point. One of the reasons the staff and I went to Sweden was that we heard in these estimates on many occasions that the Swedish government really got involved. They indicated to the timber operators where that log was going, how the movement was going to flow. That is not the case.

The Swedes are just like us in Canada. They send that particular log where they will get the biggest return. Today, if it's lumber, it will go to lumber. Tomorrow, if it's pulp, it will go to pulp. That surprised me, because I thought they were more socialistic than that. But they reverted back to the free enterprise system. The dollar reigns supreme; that came through loud and clear.

Mr. Foulds: It's called functional socialism.

Mr. Stokes: Hold it. Fifty per cent of the timber is in private hands.

Hon. Mr. Bernier: Yes, it is. That's right.

Mr. Stokes: That's right.

Hon. Mr. Bernier: One of the problems in Sweden today is that much of this timber is in private hands and much of it is mature, but people won't cut it because of the high taxation.

Mr. Stokes: In Sweden?

Hon. Mr. Bernier: In Sweden, yes. They say, "We don't want to cut it. We'll leave it there. We will leave it to over-mature. We will turn it into recreational land."

Mr. Stokes: Read this, Mr. Minister.

Hon. Mr. Bernier: I was there. I saw it. I spent a week in Sweden looking at the situation. What I say in the article to which you refer is that there is a greater concern in Sweden for a regenerating silvi-cultural programme. This is correct. That concern and that interest start from the grade school. Those children are aware of what a tree really means to their economy because they have such a small area. They are so dependent on their forests. It's instilled in the generation there at a very, very young age, so that they cherish and they protect trees. It is built into their whole system. I think this should be done in Canada. I think some of us Canadians take for granted the amount of trees that we do have and just slough it off.

Mr. Stokes: Let me just read this to you, Mr. Minister:

In the time period 1963 to 1970, value added in the industry grew in Sweden by 122 per cent while the growth in Canada over the same time span was only 44 per cent.

Hon. Mr. Bernier: As I said earlier, our move came about a year and a half ago when the economic doldrums were with us both in the pulp and paper industry and the sawmill industry. We made our move then.

Mr. Stokes: This is not a socialist document. This is Kates Peat Marwick and Co.

Mr. Chairman: Mr. Maeck.

Mr. Maeck: I have a couple of questions, Mr. Chairman.

An hon. member: I hope you are not going to discuss socialism any further.

Mr. Maeck: No, I don't think we will get into that.

Mr. Foulds: We will talk about Manitoba.

Mr. Maeck: I am wondering, Mr. Minister, if the ministry is considering grading, particularly hardwood logs. It is my understanding that at the present time some sawmill operators are using veneer logs and cutting them into lumber simply because, they tell me, they can make more dollars by manufacturing them into lumber than they can by selling them as veneer logs.

I think we all are aware that one veneer log will produce five times as much labour in this province as a saw log. I am wondering if the ministry is thinking seriously of grading these logs rather than allowing the people who hold the licence to do this grading?

Hon. Mr. Bernier: You are becoming directly involved in the economics. This is the whole thing. If you took that step and told those producers that that particular log or that particular species should go for that particular purpose, then I think you have to get into guaranteeing a return. I don't think that we want to get into that aspect of it.

If there is a depressed condition or a reduced demand and we, as a government, move in and say that particular log should go to that particular industry to maintain that particular industry and there is not the economic return, then I think we are obligated to subsidize it or to make up that difference. This is an area that has to be treated very, very delicately.

The industry itself and the old supply and demand situation are the ones that I think should dictate. As an example, years ago we used to think a 6 in. top in softwood was a saw log; that anything over that size should go to a sawmill. Today that's not the case. Sawmills are using down to 4 in. tops and the residue is going to the pulp mills.

This is what we see happening in Thunder Bay in that announcement yesterday. The logs will come into the mill, they'll extract the best of them, they will go to their stud mill, they will use the flakes for their wafer-board plant, and the sawdust, the chips and the fines will go to the pulp mill which, to me, is the right way to go, but economics pay such a major part in this, really.

Mr. Maeck: The problem that I experience in the area that I represent and in that general area, not just my particular riding, is that we do not have all the timber that the member for Thunder Bay has been

speaking about. It has been cut over. We have veneer mills at the present time that are finding it very difficult to get enough logs to keep them in operation. To me, it seems a real shame that good veneer logs that should be going to a veneer mill are being cut in saw mills. I just feel, to go along with some of the other arguments, that these are resources of the province. I think we should have something to say. We have government scalers who go in and scale these logs and I don't see any reason why they couldn't be classified at the time they are being scaled. I don't see why they couldn't go to a—if it is a veneer log they should be manufactured as veneer particularly when the demand is so great today for veneer. These things can change as the economy changes, as the demand changes, but at the present time there is a great demand for veneer, particularly hardwood veneer. This is what I'm really speaking about.

Hon. Mr. Bernier: That's the point I'm getting at—if the demand is there, the price should be up. If that individual can direct that log into some other area or some other form and get a greater return that's the way he'll go.

Mr. Stokes: If he has the right to do so. But if you get a veneer mill operator who doesn't have access to the species that he is interested in and if somebody else has control over it, Mr. Maeck's veneer man is not going to get it and you know it.

Hon. Mr. Bernier: All right. Then you get into the area of subsidizing—

Mr. Stokes: That is where you have to step in.

Hon. Mr. Bernier: That is where you subsidize it. If I'm losing money by directing that particular log to that particular plant somebody has to make up the difference.

Mr. Stokes: My colleague will have something to say about that a little later on.

Mr. Maeck: I wanted also to ask a question regarding licences.

Hon. Mr. Bernier: Just on that point, Mr. Maeck, we do make sure that a certain amount of material goes to those particular plants.

Mr. Maeck: Yes, I realize that.

Hon. Mr. Bernier: We don't go log by log.

Mr. Maeck: I know that.

Hon. Mr. Bernier: I wanted to make that clear.

Mr. Maeck: I'm only trying to impress upon you the fact that I still feel that veneer logs should go into veneer mills and saw logs should go into sawmills. Whether or not the ministry is in a position to regulate this is another matter, of course.

I wanted to talk also a little bit about licences. I've been given to understand that people who hold old licences—maybe 20 or 30 years old—are still paying the same stumpage as they were 20 or 30 years ago, while people who are getting new licences are paying the current price. Has the ministry decided to look into this situation or have you done anything about it?

Hon. Mr. Bernier: Yes. This is something that we are very actively reviewing because we strongly feel that—

Mr. Stokes: If that is the case, you can't justify it.

Hon. Mr. Bernier: —if there is an upturn in the return to the lumber dealers, if there is an upturn in the pulp and paper industry, we feel that there should be a greater return to the province. A fixed stumpage rate, I strongly feel, is outdated with the fluctuating markets.

Mr. Maeck: Right.

Hon. Mr. Bernier: I think we should tie that stumpage to the return they are getting. When the market is up, we should get a bigger return. When the market is depressed we'll take a depressed return for the stumpage.

Mr. R. G. Hodgson (Victoria-Haliburton): Why have licences at all? Why not have government allocations?

Mr. Stokes: Volume agreements.

Mr. R. G. Hodgson: And have it sensible—make your full reward and return.

Mr. Stokes: You say "You spend \$100 million, we'll guarantee you sufficient fibre to operate that mill."

Hon. Mr. Bernier: I say to you that the Algonquin Forestry Authority may well be the forerunner to just such a programme.

Mr. R. G. Hodgson: It will be a bloody disaster in my opinion, Mr. Minister, but that's my opinion only.

Hon. Mr. Bernier: I don't know how you can form an opinion that quickly when you don't even know how it's going to operate. I say that in all sincerity. You don't know the facts and you don't know what we are planning.

Mr. R. G. Hodgson: I realize that.

Hon. Mr. Bernier: You don't know how we are going to operate and to make a statement like that is absolutely ridiculous.

Mr. R. G. Hodgson: I can surmise.

Mr. Maeck: However, I have one other—

Mr. J. Riddell (Huron): You fellows are on the same side, you know.

Hon. Mr. Bernier: Yes, I know.

Mr. Maeck: One other general question—

Hon. Mr. Bernier: We have our differences, too.

Mr. Maeck: I have one other general question for the minister.

Mr. Stokes: Socialism by another name.

Mr. Maeck: It's regarding silviculture. In certain areas of my riding yellow birch have been planted and some years they seem to produce well, other years they don't. I'm wondering if there has been any advancement. I understand that yellow birch is one of the hardest trees to reforest.

Hon. Mr. Bernier: I think the technical people could answer that.

Mr. A. J. Herridge (Assistant Deputy Minister, Resources and Recreation): Mr. Dixon could probably speak to that point.

Hon. Mr. Bernier: Mr. Dixon.

Mr. R. M. Dixon (Director, Forest Management Branch): The question of the regeneration of the yellow birch, the problem—

Mr. Chairman: Mr. Dixon, would you speak into the mike please?

Mr. Herridge: I think perhaps Mr. Burton could reach the mike.

Mr. D. H. Burton (Director, Forest Research Branch): Okay. The method of bringing yellow birch regen back—the best one—is actually scarifying or a prescribed burn followed by seeding of the seed itself. We have had very poor success with the planting of yellow birch stock in the nurseries.

Mr. Maeck: But your programme now has advanced to the stage where you have a good system of reforesting yellow birch?

Mr. Burton: I would say yes.

Mr. Maeck: That's all, Mr. Chairman.

Mr. Chairman: Mr. Foulds.

Mr. Foulds: Thank you, Mr. Chairman. I am sorry that the parliamentary assistant (Mr. Rhodes) is not here and I am sorry that the member for Fort William (Mr. Jessiman)—as a member of the committee—is not here, because I want to strongly endorse the statements of the member for Thunder Bay—

Hon. Mr. Bernier: The member for Rainy River (Mr. Reid) is not here either.

Mr. Foulds: —about the diversification of—

Hon. Mr. Bernier: I don't think he has been here at all, has he?

Mr. Foulds: —the forest products industry in northwestern Ontario. I don't believe that centring all of the industrial development in Thunder Bay is good either for Thunder Bay or for northwestern Ontario.

I think that it is a common mistake of this government that it seems to think that what is good for Thunder Bay is good for northwestern Ontario—whereas, in fact, it is the other way around.

If the Design for Development had been properly conceived and the labelling of Thunder Bay as the primate centre had been properly conceived, it would lead to a diversified and strengthened economy in the small communities of northwestern Ontario.

I am not nearly so parochial as the member for Fort William. I don't believe that everything that the government produces or encourages has to go into my riding. I think that the member for Thunder Bay has a very good point. This government knows economically that Atikokan, for example, as a community that faces economic hardships because of the mine situation there. That's why this government should be taking a look at perhaps developing a reinforcing industry in terms of the lumber industry. I think it is a mistake to pull back from the small communities in northwestern Ontario; and that is what is happening now.

My colleague from Thunder Bay has cited Armstrong as a good example. I lived in Armstrong for a year. I know the problems of that community. I know that if the Ontario government and the federal government had

looked at that situation 10 years ago, they could have developed in that time period supporting industries in those communities.

I think it is a mistake for the government members, such as the member for Sault Ste. Marie and the minister, to ask the member for Port Arthur if he supports his colleague in his remarks about the development of secondary industry in northwestern Ontario. Of course he is right, because if you phase out those small communities in northwestern Ontario, the burden on Thunder Bay becomes far too great. You escalate the already very, very high cost of housing in that central community, which strangely enough does not have enough serviced land for housing.

Hon. Mr. Bernier: Any serviced land in Armstrong?

Mr. Foulds: But you could service it there. Look, if Design for Development meant anything, anything at all—

Hon. Mr. Bernier: Is Armstrong a growth centre?

Mr. Foulds: No. It is not a growth centre, that's one of the foul-ups.

Mr. Stokes: It just happens to be where people live.

Mr. Foulds: That's right.

Mr. Stokes: And their economic base has been torn from under them.

Mr. Foulds: One of the faults of Design for Development in its initial analysis in fact is that all it did in determining the growth centres was to list them in population terms and say, "Those communities that have, shall continue to have and those that don't shall be phased out." That was a fundamental flaw in its concept.

Hon. Mr. Bernier: Did you see the fore-runner to Design for Development? You remember that one? It said there should be four or five communities in northwest Ontario and the rest should be completely wiped out. It said we should wipe them out completely; move them into the big centres—

Mr. Stokes: Well, you don't agree with that for one minute—otherwise you would never have allowed that expansion in Hudson.

Hon. Mr. Bernier: I sure don't.

Mr. Stokes: Right.

Hon. Mr. Bernier: But that was the opinion of the experts.

Mr. Foulds: But all I am saying—

Interjection by an hon. member.

Mr. Stokes: Mr. Minister, don't say one thing down here and another thing up there.

Hon. Mr. Bernier: He is a good friend of yours.

Mr. Stokes: You wouldn't do that for one minute.

Hon. Mr. Bernier: I certainly wouldn't.

Mr. Stokes: No. All right.

Hon. Mr. Bernier: That report was prepared by Malcolm Martini.

Mr. Stokes: Right.

Hon. Mr. Bernier: He made recommendations for northwestern Ontario and pretty nearly got shot.

Mr. Foulds: Figuratively speaking, of course.

Mr. Stokes: Along the same line, Geraldton was a growth centre and Atikokan was a growth centre; and they both had population decreases, as you well know.

Mr. Chairman: Have you completed, Mr. Foulds?

Mr. Foulds: That was just clearing the decks a little bit, Mr. Chairman. I would now like to get particularly to the silviculture area, the regeneration area. I must admit that I'm a little bit confused. Undoubtedly, I will clarify things as I proceed.

In your opening statement on these estimates on Thursday, Oct. 11, in the afternoon session, you mentioned that several new programmes were being introduced by the ministry affecting the forest industry. You mentioned one in particular. I am quoting you directly here. If I may crave your indulgence, it is only one short paragraph, Mr. Chairman, because I want some clarification and elaboration on it.

Hon. Mr. Bernier: The first of these is the new programme of silviculture. Our long-term estimates require an assured production of 910 million cubic feet of lumber by the year 2020. Our new programme is designed to come into full operation over the next 10 years to permit the phasing in of new staff, to expand certain facilities and to increase the yield of seed crops. When the target is reached, some 305,000 acres a year will require artificial regeneration, tending to be increased by an additional 215,000 acres annually. Additional costs will be partly sustained by increases in stumpage dues which are currently under review within the ministry.

That leads me to a number of questions. How much new staff over the next 10 years? How many more plantings? I don't want just the number of acres, because I get the awful feeling, and I am willing to be corrected here, that we are being snowed, that part of the silvicultural programme is in fact a public relations programme.

I would like to know, for example, how the 1972 annual report reconciles itself with the 1973 annual report. I have to ask some specific questions. On page 34 of the 1972 report, you give these figures: "nursery stock production, 314 million." Does that mean that you grow 314 million trees from seedlings for planting?

Then you say: "direct seeding"—which I don't understand—"327 million tubelings." What are tubelings? Are those the little container things that you fire into the ground with a machine?

Hon. Mr. Bernier: That is right. They were developed within the former Department of Lands and Forests. It is a major breakthrough in the regeneration programme, the silviculture programme, in this continent.

Mr. Foulds: Excellent. That is just what I want to know.

Hon. Mr. Bernier: A new planting machine goes with it too.

Mr. Foulds: How many of those tubelings are 2.2 and how many of them are 3.0?

Mr. J. W. Lockwood (Executive Director, Division of Forests): Mr. Dixon, would you answer that?

Hon. Mr. Bernier: If I could just reply, before you answer that, maybe I can give Mr. Foulds some information, before we get carried away. You think our silvicultural programme is window dressing?

Mr. Foulds: Of course not.

Hon. Mr. Bernier: I can assure you it is not. This year we are adding about \$2.2 million to the programme. That will include 12 foresters and 38 technicians.

Mr. Foulds: How many unit foresters?

Hon. Mr. Bernier: All of them. And 38 technicians. Next year we will get a little over \$1.5 million more, and we will increase our staff by an additional 50. That is not window dressing. Never suggest it is!

Mr. Foulds: No. Now what we have got to do is get those trees into the ground and get them growing.

Hon. Mr. Bernier: Right.

Mr. Foulds: So how many are 2.2 and how many are 3.0?

Mr. Dixon: Perhaps if I could first clarify the figures you are asking about, they are not nursery stock production. They are the numbers of seeds that are sown in the nursery and not the numbers of trees.

Mr. Foulds: Right, okay. Then we get down over here on page 35 to the number of trees.

Mr. Dixon: Yes. Could I answer your question on tubelings?

Mr. Foulds: Yes.

Mr. Dixon: Tubelings are not—2.0, 2.2 and 3.0 refer to our nursery stock; the first figure is the number of years it stays in the seed bed and the second figure is the number of years it is in the transplant bed. The container stock is grown for a very short period of time—a few months, generally—and then planted out, so they are generally less than a year old.

Mr. Foulds: The tubelings are less than a year old?

Mr. Dixon: The tubelings are less than a year old.

Mr. Foulds: Right, okay. How much of the regeneration programme, in percentage figures, are 3.0? That is the number of years it has grown in the nursery is simply three years, with none in the transplant bed; as opposed to the 2.2, which you have in the nursery bed for two years and in the transplant bed for two years?

Mr. Dixon: At the present time by far the greatest percentage is 3.0; or 2.0 in some cases as well.

Mr. Foulds: What is the survival ratio of the 2.0 or 3.0 as opposed to the 2.2?

Mr. Dixon: I think it varies from species to species and from site to site. The real purpose of growing 3.0 and 2.2 is that generally speaking we wish to put the transplants on those sites that are the most difficult to regenerate, where the competition from herbaceous vegetation generally is going to be greater and where they will have a greater chance of

survival than the smaller seedlings will. They are much more expensive to grow, of course, and this is the reason we wish to minimize the use of the transplant stock and restrict it to those sites where the survival of the seedling stock is probably going to be lower.

Mr. Foulds: I could be wrong here, but, in fact didn't you use to do more of the 2.2s? Haven't you, in fact, come to a policy decision to use more of the 3.0s simply to make your numbers look a bit better?

Mr. Dixon: No, I don't think that's quite right. At the moment we are reviewing the whole nursery programme and we wish to get away from talking about 2.0, 1.0, 2.2. We wish to describe the stock by the size of the stock that we will be planting. How we grow it in the nursery can be manipulated by the use of fertilizers and watering, and we want to grade it into three classes, small, medium and large, rather than by the number of years it takes to produce it.

Mr. Foulds: My colleague from Thunder Bay was talking about a similar problem with biologists in the fish division the other day. Isn't there a danger that stock simply grown in the nursery is, in fact, in an overly-protected situation? And that when you use the system by which it goes to a transplant bed it becomes tougher stock, and that is why you use it in the difficult areas? Wouldn't it be more sensible to use a higher grade of plant so that the assurance of success, of its survival, would be greater?

Mr. Dixon: Certainly the most sensible thing to do is to utilize the calibre of stock that will give you the greatest chance of satisfactorily regenerating an acre of land.

Mr. Foulds: That's an interesting phrase.

Mr. Dixon: On some acres we have to use the large stock because we know that we will get no success with the small stock, but on a great many acres we can get equally good success with the smaller stock. This is at a much lower cost, which is of considerable concern to us.

Mr. Foulds: How much of your acreage does that involve? Surely a lot of the combinations of soil condition, vegetation conditions and climate conditions, in the north particularly, would almost force you to have a high percentage of very high quality stock?

Mr. Dixon: We need the high quality stock in the best sites, that would be the upland sites in the Thunder Bay district

where we have the mixed wood forest of spruce and poplar, because this is where the competition from the vegetation is the greatest. On straight jackpine sandflats there is no problem at all with 2.0 stock, while on the lowland spruce sites there are difficulties at the moment with whatever we use. This is a real problem area to us.

Mr. Herridge: What I think we are trying to optimize, Mr. Foulds, are about three elements here. The cost as between seedling production and transplant production about doubles. The transplant operation and the additional time in the transplant beds has the net effect of doubling the cost of the seedling going into the woods.

There are, as has been indicated, certain sites in which the seedling, that is 2.0-3.0 stock, is totally adequate, because in the evaluation of the unit forester the competition factor is not sufficient to warrant the additional costs. There is also the time, the extra year that you are in there is a cost. So it ends up being a judgement decision on the part of the unit forester on the site he is regenerating or attempting to regenerate, as to what type of stock he uses.

We don't consider there is a quality distinction as between seedling and transplant stock. We regard them all as being of high quality by reason of the selection of the seed sources, the nursery practices, the soil amendment and this type of thing. So we regard them all as being high quality. But the use of either the seedling or the transplant in particular situations is a function of the demands or requirements of the site being regenerated. In some sites you can get into the use of two seedlings and aerial seeding, following scarification or controlled burns.

Mr. Foulds: Let me put this to you, what justification do you have in terms of controlled experiments, reinforced by your biologists, for considering the stock of equally high quality? Then let me relate that to your statement about double the cost for the transplant situations. If—and I use the word "if" advisedly—for example with the nursery stock you only have, let's say, a 25 per cent survival rate and in the transplant stock you have a 60 per cent survival rate—would those figures be fair?—don't you in fact get better returns for the more expensive crops?

Mr. Herridge: I am not sure you can generalize the survival rate as being 25 per cent for all seedling stock and 60 per cent for all transplant stock.

Mr. Foulds: No, I threw those figures at you because I want to know what kind of controlled examination you are doing to justify your statement that the stock is of equally high quality.

Mr. Herridge: There is a periodic re-measurement programme in any large planting programme that, let us say has a million trees or something of this order. There are plots set out to measure their survival and thus evaluate the original decision that was made as to the choice of species, the method of planting and so on.

Mr. Foulds: What have been the results of those examinations? Or have you started the programme first without having an idea of the likely results and are only now evaluating the programme?

Mr. Herridge: I suppose it is always fair to say that we have lots to learn. In other words, if we had carried out all of the experiments to get all the answers before we got started with the regeneration programme we might be even further behind than we consider we are at the moment. But I think some of the things we feel have been indicated are that planting in the fall is a more risky operation. The survival rate is less. We realize that in some situations summer-long planting is okay.

Mr. Foulds: What is that, I am sorry?

Mr. Herridge: Planting throughout the summer.

Mr. Foulds: Throughout the summer.

Mr. Herridge: If you plant in your more moist sites throughout the summer, given the normal summer, the success is there. The success ratio—or the success per cent if you will—in seedling and tube seedling stocks tends to be higher. This is because in the original evaluation—and I'm going to defer to some of the research people here—the site conditions aren't as difficult as those for transplanting stock.

An hon. member: Yes.

Mr. Herridge: These are some of the results that are coming out and thus reflect themselves in new guidelines for the choice of stock we wish to use.

Mr. Foulds: I would like some response, but I think we are running against a time difficulty here. I know your officials have been very patient with me.

Hon. Mr. Bernier: Well, if you want to get together you know—

Mr. Foulds: I would certainly like for next year's estimates a genuine evaluation of this transplanting programme perhaps within the annual report itself which we'll have before next year's estimates.

I just wanted to throw out a couple of other possibilities. It is true, isn't it, that natural regeneration is probably the cheapest and the most viable method of regeneration?

I believe there was a 1955 report on a trunk road system for northwestern Ontario which suggested that you develop—and we'll probably get this in the access road vote too—a systematic system of roads throughout northwestern Ontario to do the very things that my colleague from Thunder Bay is talking about in maximizing the mature timber. But you wouldn't have to do the wide sweep of cutting that you do now. You could leave a stand here that would regenerate the other block you had cut.

In fact, in the regeneration programme you might tie the access road programme into that and use that natural regeneration method as a viable method of regeneration.

And I would really like the members of the committees—such as this one—and the public in general to see these reports. They can get them at the Queen's Printer for 50 cents. I noticed last year the price was a dollar. This year it is 50 cents.

Hon. Mr. Bernier: Less colour.

Mr. Foulds: Now that's progress, Mr. Minister. What I would like to see you develop in this booklet, or some other booklet, is not only the number of acres—which is confusing, I think, to the lay person—but also the number of replantings.

There's one little sidelight that I want to get into. Does the ministry have any idea of how much "stashing" goes on? Stashing is a term I understand planters use. You know, like the guy who delivers flyers. Instead of going door-to-door and putting them on each door he stashes 25 or so of them in a garbage can.

How much stashing takes place within the reforestation programme? Is it widespread? I'm sure it happens. Do you have any control over that?

Hon. Mr. Bernier: Supervision—

Mr. Herridge: To the extent that we have supervision on the job, we have control of it.

'But I don't think we could put a figure on it, except that I think we would offer the observation that we don't consider it to be widespread. But supervision of tree planters, dispersed as they are, is a real problem.

Mr. Foulds: Yes.

Mr. Herridge: No argument.

Mr. Foulds: Because you do have them very widely dispersed and you are in some cases understaffed in terms of supervision—and obviously in terms of unit foresters. That's why the minister is—

Mr. Stokes: And where the work is contracted out.

Mr. Foulds: Right. That is all, Mr. Chairman.

Hon. Mr. Bernier: I might say I am very interested in your interest in the regeneration programme. I detect some of those questions—I've heard them before from Lakehead University.

Mr. Foulds: No, I do my own research.

Hon. Mr. Bernier: You are very well versed.

Mr. Foulds: I talk to a lot of kids who work in the forests.

Hon. Mr. Bernier: And professors.

Mr. Foulds: And professors. I don't exclude professors.

Hon. Mr. Bernier: I sense one in particular.

Mr. Chairman: Does item 3 of vote 2104 carry?

Mr. Stokes: I'd like to speak if nobody else has anything more important to say, since we've only got 10 minutes and we're going to finish this last item.

I don't want to ask the minister a question. I just want to make him aware that I think the pulp and paper industry in the Province of Ontario is not pulling its weight. I think that they are letting contemporary events sort of carry them along, without accepting the kind of responsibility they must accept for their own industry.

I want to ask the minister why it was necessary for the Ministry of Transportation and Communications—and all the more credit to them—to intervene on behalf of pulp and paper companies in Ontario at a Canadian Transport Commission hearing that was instituted by a pulp and paper company in Prince Albert, Sask., with regard to freight

rate reductions into what they considered to be their traditional market, which incidentally was what in Ontario we consider to be our traditional market, the midwestern United States.

When they didn't get the kind of attention they felt that their application deserved, they went to the Interstate Commerce Commission in the United States and applied for a freight rate reduction so that they would be more competitive in what we consider to be our traditional market, the midwestern United States. They were aided and abetted, incidentally, by the Province of Saskatchewan.

The irony of the whole thing is that here you've got a pulp and paper company, based in Saskatchewan, making application before the Canadian Transport Commission in Ottawa, and ultimately to the Interstate Commerce Commission in Washington, but our own industry in the Province of Ontario didn't think it sufficiently important enough that they should file their own intervention with those two bodies. The Ministry of Transportation and Communications had to do it for them. I think the pulp and paper industry in this province was very remiss, in this regard, and I think it should be told.

Hon. Mr. Bernier: I think they have been told already, and I've expressed my disappointment to them.

Mr. Herridge played a very active part in that, and he's an expert. I would like him to make a few comments if he would.

Mr. Herridge: Mr. Chairman, the role of the Ministry of Transportation and Communications was to pull everything together in the particular case where I was a witness before the CTC in Ottawa, the Grand'Mère newsprint case in northeastern Ontario and northwestern Quebec.

The Ministry of Transportation and Communications acted as the co-ordinator of the positions of the individual companies that were affected. I appeared as a witness on behalf of the province, relating to the potential for negative impact on the communities that were involved in that instance, Kapuskasing, Smooth Rock Falls, Iroquois Falls and so forth. That case is likely to be in front of the ICC in December, and again Transportation and Communications and ourselves will be there as witnesses.

I think there is a role for government or the public sector to be there and pulling it all together—

Mr. Stokes: I agree.

Mr. Herridge: —by reason of the regional overtones, whether in point of fact the companies—and I think I have to share the view that the companies didn't take enough initiative. So to that extent I can't disagree with you.

Mr. Stokes: Right.

Mr. Herridge: But the province is watching for these kinds of things, and not only with respect to pulp and paper. There is the other case that you're no doubt familiar with, the rapeseed case.

Mr. Stokes: The point I'm trying to make, Mr. Herridge, is that I think that the industry themselves—

Hon. Mr. Bernier: Should get off their butts.

Mr. Stokes: —have to be much more diligent and shouldn't depend on government agencies to carry the ball for them. Because if it hadn't been for the intervention of Transportation and Communications in one instance, there would have been no intervention at all. I think they must share some responsibility for this and be much more active in protecting their own interests rather than waiting on you people to do it for them.

Mr. Chairman: You have made your point, Mr. Stokes. Mr. Foulds had a half-question.

Mr. Foulds: A half-minute question. I noticed, Mr. Minister, in your speech to the Ontario Lumber Manufacturers Association that at one point you hoped they would diversify and expand their industry, particularly you mentioned the furniture industry.

Hon. Mr. Bernier: Yes.

Mr. Foulds: I was wondering if that's another kind of spinoff industry that in northwestern Ontario now would make a logical extension to some of the sawmill operations; would it not?

Hon. Mr. Bernier: Of course, furniture deals basically with hardwoods and much of that of course is grown in southern Ontario.

Mr. Foulds: Yes, I understand that. But a species like birch could be used.

Hon. Mr. Bernier: We are using—I think the Nipigon plywood plant is a typical example. They are diversifying; they are making hockey stick shafts right now.

Mr. Foulds: Yes.

Hon. Mr. Bernier: And doing an excellent job.

Mr. Foulds: Yes, first-rate.

Hon. Mr. Bernier: Certainly we would encourage the use of those species for that purpose and our emphasis is in that direction.

Mr. Chairman: Is item 3, vote 2104 carried? Carried.

On item 5, Mr. Stokes.

Mr. Stokes: I want breakdown of where you are spending the money on the access roads; it's between \$5 million and \$6 million. I want to mention a particular situation—the road that wasn't ploughed last night is the same road; it falls within the responsibility of this minister. We did have a joint meeting with Transportation and Communications last spring and the minister indicated that he would like to get on with the job of progressively doing 10 to 15 miles of that road, at least, a year and bringing it up to a reasonable standard so that it doesn't have to be closed whenever there is wet weather or a heavy snowfall.

People do live there. They have to have some kind of communication with the outside world and that is the only one; their only option in land transportation is over that road. The minister is well aware of it and if he will answer those questions, I will be prepared to let the vote carry.

Hon. Mr. Bernier: Do you want me to give you a list of the projects this year?

Mr. Stokes: Yes.

Hon. Mr. Bernier: I think I can run down them very quickly: Baltimore town road northerly, \$92,000; Manitou road, that is Fort Frances northerly toward Dryden, \$400,000; another contract for crushed gravel, \$302,000; Spruce River road, \$222,000; Armstrong road, Gull River bridge, \$310,000; Waweig—how do you pronounce that? It is spelt W-a-w-e-i-g; that is the river bridge that approaches—

Mr. Stokes: It's about 15 miles south of Armstrong.

Hon. Mr. Bernier: —it is \$255,000; Alcona secondary highway, \$301,000; Garden Lake road, \$496,000; Keewatin marine portage, \$110,000; Domtar Mathieu road, \$150,000; Ranger Lake road, \$75,000; Moosonee road southerly, bridge materials, \$40,000; this is a nice one, Hudson, \$7,500. Terrible!

Mr. Foulds: Have to take a look at that one.

Mr. Chairman: This is the problem with being the minister.

Mr. Stokes: But the Alcona road, \$300,000. Boy, you sure found that money in a hell of a hurry!

Hon. Mr. Bernier: Moose River crossing study.

Mr. Stokes: Syphoning off economic activity from Ignace to Sioux Lookout!

Interjection by an hon member.

Hon. Mr. Bernier: Moose River, \$15,000; Matachewan westerly \$35,000; maintenance allotments \$73,000. Our sharable projects with mining companies, Kingbridge \$15,000; Kanichee \$25,000; Umex \$150,000, in the member for Thunder Bay's riding; Great Lakes Nickel \$75,000—is that in your riding too?

Mr. Chairman: Seventy-five thousand!

Hon. Mr. Bernier: I bet you get the biggest share of this. I bet you do.

Mr. Foulds: I object to that. No access roads in my riding?

Hon. Mr. Bernier: United Asbestos \$200,000; Fetio Industrials \$40,000 McKee Copper \$40,000; Shebandowan Road, in the member's riding again, \$145,500. Total that up, it's about \$3.6 million. We had a budget of \$400,000 but there are always those delays—

Mr. Stokes: It's \$3.4 million and you are asking for pretty nearly \$6 million.

Hon. Mr. Bernier: No, I mean \$3 million; \$3 million.

Mr. Stokes: Yes.

Hon. Mr. Bernier: And our budget is \$4 million.

Mr. Stokes: And you are asking for pretty nearly \$6 million.

Hon. Mr. Bernier: Yes. This is in our ministry now. We have a forest access road programme in our own ministry. It deals with logging roads and cottage subdivisions.

Mr. Stokes: Can I have a copy of it?

Hon. Mr. Bernier: Yes, sure.

Mr. Chairman: Gentlemen, does item 5, vote 2104 carry?

Mr. R. G. Hodgson: Mr. Chairman, is there anything in southern Ontario in access roads—anything at all?

Mr. Stokes: There's the United Asbestos thing there. That's in southern Ontario.

Hon. Mr. Bernier: Well, this is a northern programme.

Mr. R. G. Hodgson: There is only need of access in the north?

Hon. Mr. Bernier: Well, this is a programme that's designed solely for northern Ontario and the terms of reference are that the expenditure will be north of the French River.

Mr. R. G. Hodgson: Well, what is your programme for access roads for your satellite park programme—outside of Algonquin—for next year; or do you have one?

Hon. Mr. Bernier: We have \$400,000 alone in the Algonquin region for access roads in our own ministry.

Mr. R. G. Hodgson: That is southern Ontario though. That's in your estimates for next year, isn't it?

Hon. Mr. Bernier: No, this year.

Mr. Chairman: Gentlemen, that completes vote 2104, item 5. Carried?

Vote 2104 agreed to.

Mr. Chairman: Gentlemen, that completes the estimates of the Ministry of Natural Resources And I, as chairman, at this time would like to thank the members for their input and their co-operation. I am sure the minister and his staff have knowledge of some of the views of the members who represent all parts of the province which are dependent on the forest industry. At the same time I would like to thank you, Mr. Minister, and your staff for the wonderful way you have co-operated and shown great patience in providing much information to the members of this committee.

Mr. Stokes: I second that.

The committee adjourned at 1:05 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Monday, November 5, 1973

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, NOVEMBER 5, 1973

The committee met at 3:10 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Mr. Chairman: I will call our meeting to order.

As you know, we are this afternoon going to deal with the estimates of the Ministry of Transportation and Communications, and, of course, we open with vote 2201.

It's been customary, at least in the committee last week and the week before, that on these votes we deal as much as possible on an item by item basis. We feel that perhaps we can keep our meetings better organized by operating in that fashion.

I realize there may be times when a couple of items are closely related, and perhaps if we run into situations like that we can talk about one or more items at the same time, but by and large we would like to deal on an item by item basis. So, vote 2201, item 1.

On vote 2201:

Mr. D. A. Paterson (Essex South): Mr. Chairman, is the minister not going to make an opening set of remarks?

Hon. G. R. Carton (Minister of Transportation and Communications): Well Mr. Chairman and members of the committee, because of the time constraints, I understand we are coming into the home stretch on estimates in this committee, I do not propose making any statement.

I would like to make one remark, though, concerning the order of the main office, or at least the ministry administration programme, and that is for the purpose of guidance; if any of the hon. members or their colleagues are interested in the new mode of transportation which is a current topic of conversation in the House, I would suggest it come under item 8 on vote 2201, which is policy development and research. That is the only remark that I have to make, Mr. Chairman.

Mr. Chairman: Thank you, Mr. Minister. Vote 2201 then. Is item 1 carried?

Mr. Paterson: Mr. Chairman, I'd like to make a few remarks.

Mr. Chairman: Mr. Paterson.

Mr. Paterson: I have basically eight points. Mr. Chairman, Mr. Minister, officials of the department: I too realize the time is drawing nigh and that we must consider three or four other ministries within the next several days, so I'll attempt to keep my remarks as brief as possible but delving into several areas of policy that are of concern to myself and to members of our particular caucus.

On reviewing the affairs of the Ministry of Transportation and Communications since 1967, I note with interest that this department possibly has had the smallest budgetary increase of any department in the province, with the possible exception of the Ministry of Agriculture and Food; and this is true both in the area of construction and in maintenance. I assume that in the maintenance area the increased cost of doing work and the increase in labour charges consume the largest portion of that. But of more interest to myself, as a political animal, is the change in the nature of the viewpoint in which the ministry is held.

I think when I first came to Toronto and years prior to that, the Ministry of Highways, as it was then known, was possibly the most politically important department we took under consideration here in the Legislature. I know over the past 10 years my colleagues have asked many detailed questions, which I assume we're going to do throughout these estimates. But I think this ministry's importance to the province tended to be negated in the past.

I sense that since the past year, or year and a half, a new era is now dawning in relation to transportation. I think of the Krauss-Maffei system, and it would appear we're getting into a new mode of transportation. I think it's a very challenging area we're going to be dealing with, and partially within the lifetime of this particular parliament, but it's a new concept.

I know I and some of my colleagues have followed this very closely. We hope it's a success, as has been indicated it will be by

your officials, although possibly it has not been so indicated by some of my colleagues. This is partially due to politics and partly to information received in our offices.

The interest of the federal people in this area is heartening. I assume there's going to be a great deal more discussion in this regard, as you have indicated in the estimates.

But also we are moving into a new era of telecommunications. I think this is tied in with the Ontario Northland telecommunications system, but of specific interest to myself is the interest shown by our province in cable television.

I happen to have many friends involved in cable TV. I believe they're of divided opinions as to whether the province should step into this jurisdiction or not, and I believe the consensus of opinion in our particular caucus is that possibly the province should stay out, based on the province's efforts in trying to handle the Ryerson CGRT fiasco. I realize there are editorials on this and so forth, and I won't take the time of the committee to read them.

Whether you have the proper guidelines in your ministry to take a forceful position and action in this regard, I cannot say. But it would appear to me and my colleagues that the province hasn't been able to handle this one situation. We feel that, possibly, you should stay out of cable TV and leave this strictly to the federal jurisdiction.

Also, the ministry is moving into a new era of air transportation; I'm quite enthusiastic about this, having visited several of the good smaller airports in northern Ontario, and being aware of the added facilities being provided to the smaller communities in the north, which cannot be serviced, or will not be serviced, by Air Canada.

The only other parochial comment I might make in this regard is that I hope that your air transport policy, as it pertains particularly to landing strips, might be extended into the southern and eastern portions of the province, and not solely to the so-called "forgotten north."

Mr. M. C. Germa (Sudbury): Mr. Chairman, could I make a statement?

Mr. Paterson: I haven't concluded my statement yet, Mr. Chairman.

Mr. Germa: I'm sorry.

Mr. Paterson: The other era that I feel we are moving into, I guess, is a combination which includes the recent move of Mayor Crombie in banning buildings in Metro Toronto to a

height of 45 ft. As I see it, this sort of ties in with the move of the Premier (Mr. Davis) back in 1971 regarding the Spadina Expressway, in an attempt to alter the flow of people, goods and so forth into the Metropolitan Toronto area. In a way, as an outsider in relation to this city, I would certainly like to see things diverted to other parts of the province, whether or not this is the correct method of doing it.

As I recall, back at the time of the Spadina dispute there were many large complexes contemplated for downtown Metro. I think I tended to favour the new Spadina corridor based on the projections of the builders, developers and bankers, who were gearing into the central corridor of Toronto as a long-range project, that I believe had been accepted by the administration of the city of Toronto.

Mr. Davis's announcement, I guess, has settled this dispute, but this was approximately 2½ years ago. Mr. Minister, I think the province may be negligent in not having taken action to provide some means of transportation along this corridor, especially since the province has 75 per cent of the dollars invested in it. I realize that you are going into the dial-a-bus programme; but I think that there should be some visual effort being made in that area to utilize this built-up right of way. I traverse it twice a week coming into and leaving the city.

Possibly, facetiously, I could state that the award presented to our Premier in Florida was probably the first time in history that a person has received an award by a transit industry for politically, I guess, wasting \$160 million of the taxpayers' money.

This, as I say, was facetiously taken. I think we are, in the other sense, quite proud that our Premier has been recognized by this transit industry, but I do hope that you and the administration can get cracking on some means of transportation to help ease the pressures in that particular corridor of Metro Toronto.

As we were coming down here, Mr. Minister, you indicated that you were somewhat knowledgeable on the staggered hours business, which here again ties into an overall transportation programme as it affects specifically Metro Toronto. I would hope that possibly you might comment on this. I think it makes good sense. I know I try to gear myself to enter and leave Metro Toronto on off hours, and fortunately I'm successful in doing so. Many of the working force, of course, can't.

There are four other issues I'd like to bring up very briefly. One is the issue of studded tires. This, I guess, is an old chestnut, and it's being renewed in the press at the present time. I noticed the Windsor Star this past weekend had maps showing most of the jurisdictions in Canada and some of the States in the US now allowing studded tires.

Earlier this summer I asked a student working through my office: "How about digging into that particular issue?" The conclusion we have drawn is that we feel that there is some justification for allowing studded tires in northern Ontario, and without penalizing the Province of Manitoba for the entry of their vehicles.

Because I'm in the retail store business I have numerous commercial salesmen travelling in southwestern Ontario. They have told me: "Don, if you can do anything else, try and convince that minister to allow us to use studded tires. We'd be quite willing to pay an additional tax or an additional fee for this particular privilege." I throw this forth for your comment.

Another area of concern to myself and my colleagues is the matter of logbooks in vehicles. I know our friend from Owen Sound (Mr. Sargent) has discussed this from time to time; he keeps a logbook in his aircraft as is the law. But I certainly feel that starting with the vehicles operating through the PCV section and eventually taking in all motor vehicles in the province, service logbooks should be required. This would give future buyers of used vehicles pertinent knowledge regarding the servicing performed. And from time to time these records might be of assistance to your ministry in determining factors in accidents and so forth. I realize this will never be perfect, but it is a good thought.

Another point I would like to make is in relation to retaining the authority with the local transit companies or local municipalities. I realize the province is being reasonably generous with its grant structure to transit firms and local municipalities. I don't know whether the dollar input of the province is going to colour the operation of these particular activities, but I do hope that the local councils or transportation commissions as set up will still be able to set their own policy standards, make their own decisions on the type of equipment they are going to use, and so forth.

There are two final points I'd like to make. One is in regard to the use of school buses.

I realize there is a study going on in regard to the utilization of this particular facility and I'm not talking about the debate that we had a week ago Monday night concerning safety features.

It is my understanding there are approximately 14,000 school buses, worth so many millions of dollars that are operated for approximately two hours in the morning and two hours in the afternoon. I don't have detailed information, but I understand that in England these vehicles are used during other hours of the day. It would seem to me that your studies should proceed along those lines, because of the millions of dollars invested in these vehicles. The buses, in my opinion, are being wasted 20 hours of the day. Possibly you might try a couple of tests to see if perhaps in some of our smaller communities these buses could be used for mass transit. You might undertake this to see whether it is feasible or not. We should keep these vehicles moving; put them to better economic use.

I think the Federation of Labour in one of its briefs made the worthy suggestion that beepers be installed in school buses. These beepers would pick up train signals in areas where the school buses traverse railway tracks. I think this is an excellent suggestion. Possibly the ministry might act on this in the near future.

The last point of policy I'd like to deal with is in relation to drainage. Being on the select committee on drainage I don't feel it is my prerogative to say very much in this regard. But no doubt, Mr. Minister, you are aware of the controversy in various areas of our province in relation to drainage matters. In our travels I believe we encountered in the county of Elgin and in the county of Essex the county policy in relation to the lowering or enlarging of culverts going beneath the county roads or municipal roads. It seems to be contrary to the ministry's position in many cases; it certainly favours the industrial property owner or farm property owner.

I had hoped that your ministry could look at these particular policies and make it a recommendation to the various counties in our province that your department can co-operate on a subsidy basis in relation to these drainage matters and make it a more equitable situation for all concerned.

I think these, Mr. Minister, Mr. Chairman, conclude my remarks. I do have a great number of other questions I can ask in specific votes.

Mr. Chairman: Just to clarify one matter, I would like to ask the non-committee members if they are substituting for someone else in the committee this afternoon? Mr. Paterson?

Mr. Paterson: Yes, I am.

Mr. Chairman: For?

Mr. Paterson: Who is missing?

Mr. Chairman: For "who is missing"?

Mr. Paterson: Yes.

Mr. E. R. Good (Waterloo North): He is substituting for—

Mr. J. H. Jessiman (Fort William): Just a question, Mr. Chairman, of Mr. Paterson; when he wants to carry logbooks in automobiles does he require all of his passengers to sign in?

Mr. Chairman: We can get into this a little later. There is an opening statement by the other party's critic.

Mr. Good: It's a mechanical logbook.

Mr. Chairman: Mr. Spence?

Mr. J. P. Spence (Kent): I don't know. Who is missing?

Clerk of the Committee: Mr. MacDonald.

Mr. Spence: Mr. MacDonald?

Mr. Good: Mr. Chairman, if I might say a word. Frankly, we are having this problem because the Workmen's Compensation Board is being discussed in the Legislature at the present time. The member for Huron-Bruce (Mr. Gaunt) and I should be up there because of our having been on the committee which studied the Workmen's Compensation Board last year—

Mr. Chairman: What we wanted to do here, Mr. Good—

Mr. Good: —with the result that we are in a dilemma as to who ought to be in which place.

Mr. Chairman: We realize that.

Mr. Good: Once again, the problem of the ordering of the business of this House is anything but satisfactory from an opposition point of view.

Mr. Chairman: We realize that—but—

Mr. Jessiman: With lots of Conservatives around that's a strain.

Mr. Good: Murray and I felt that—

Mr. Chairman: Mr. Germa?

Mr. Germa: I don't know who I am replacing, Mr. Chairman. I am the only member of the NDP here so I guess I am replacing one of them.

Mr. Chairman: Mr. Germa, you have an opening statement.

Mr. J. P. MacBeth (York West): I'm substituting for the member for Muskoka (Mr. Miller), Mr. Chairman.

Hon. Mr. Carton: I wonder if Mr. Paterson wanted some brief comments in reply? They will be coming up in the votes, perhaps, but if you really—I can give you some brief answers to some of your questions.

Mr. Paterson: I would appreciate that because we are going to have to redocument—

Hon. Mr. Carton: Fine. First of all, on the budget increase I would be inclined to agree with you. This is a government decision. There is a restraint on other ministries as well as on the Ministry of Transportation and Communications and therefore it has more to do with a government policy than a policy relating to this ministry.

On the new mode, I welcome your remarks because, as you can appreciate, it is an experimental demonstration that is taking place at the CNE and I am heartened by the interest of the federal government. Quite candidly, I am happy that they have taken this approach because we have been trying to reach discussion with them since March and it was only about two or three weeks ago that they made their views known. It certainly lends a new credence to the programme of this ministry and the new mode of transportation.

We are at present having discussions with the federal government relative to the Ontario Transportation Development Corp. or a successor or whatever form it may take with the federal government, if any, and the other provinces. We have had a great deal of interest from the other provinces. Also, the Ontario Science Centre conference was extremely successful—over 400 industries were in attendance.

I would suggest that the province is taking the right attitude to the telecommunications policy on cable television. It relates not only to cable television but to broadcasting generally, including the television and radio aspects. I think for the first time the province's view is well shared—in fact, I know

it is—by all the other provinces. At the last provincial ministers' conference, it was seen that every province now has a minister responsible for telecommunications.

In addition I would point out that the editorials in some of the newspapers—which were rather critical at the outset, in so far as our ministry involvement in telecommunications was concerned—now recognize that there is indeed a place for the provinces, and it is just a case of finding that role. The Province of Ontario takes the attitude that we will be going to the federal-provincial conference on Nov. 29 and 30 with a view to negotiating with the federal government on what role we shall take in telecommunications. But again I would point out that all the provinces now have a minister responsible for communications.

In addition there has been a switch in public thinking. As a matter of fact, tomorrow I will be appearing in Sudbury, at 9:30 or 10 in the morning, at a hearing of the Canadian Radio-Television Commission. I will be back for estimates in the afternoon—

Mr. Paterson: It will be over by then.

Hon. Mr. Carton: But it is most important that we do have a role to play. We are the provincial aspect. We have always felt that we shouldn't be put in a position of a pressure group. We have a recognized role to play in all matters that are intraprovincial. And I think quite candidly the CRTC, for example, at the hearing tomorrow, will welcome the fact that the minister is going to be there.

Mr. Paterson: Just make sure there is no overlapping and grey areas.

Hon. Mr. Carton: Yes, I recognize—

Mr. Paterson: Have your area clearly defined.

Hon. Mr. Carton: Yes, I recognize this. But again, recognize the fact that we have been concerned with communications for perhaps only about two years now and have been cautiously making our views known. We have met with the industry itself—with the cable TV owners, the broadcasting owners, the television owners—and with CRTC officials from time to time. Again I point out that we do have a role. I think this is becoming increasingly apparent not only to my ministry officials and to the members of the Legislature, but also to the press and to the people in this province.

We did a survey recently relative to listeners across this province, and they recognize the very important role that communications play in their everyday lives. I think by and large they are delighted with the fact that we now have a provincial input.

On the subject of air transport, I recognize the wish that we have a programme in southern Ontario—or western or eastern Ontario, as the case may be. But we have only so many dollars in the budget. They are not that many, to be very candid.

For this year, we will be directing our efforts in the main to northern Ontario. We have quite a good schedule of airport construction in northern Ontario and we are delighted with the progress that norOntair has made. The chairman of the company is here and he could explain to you the tremendous success that norOntair has been. As you know, we are in the process of extending that service, and we would be extending it further had we got the co-operation of the Canadian Transport Commission, which we didn't.

On the question of the Spadina corridor, I am not sure what point the member for Essex South was making—whether he was concerned about the Spadina decision itself; whether he was concerned about more roads; or whether he was talking about the corridor and its utilization for building. I just wasn't certain. Perhaps he could enlighten me.

Mr. Paterson: I was talking about the movement of people.

Hon. Mr. Carton: About the movement of people? Well, I do not want to get into the Spadina decision. You can appreciate that. I have had that now for—this will be the third year. But the decision was made. It was a government decision and, as time goes on, quite candidly I think the events of today would bear out some of the actions the Premier took two years ago. I think he was well in advance of his time and this is being borne out by the energy situation today. What's the sense of having expressways if you are not going to have the energy to utilize them? But in any event, the new thrust is on urban transportation, and there was a new policy brought in—the six-point policy. And of course there was nothing political about the Premier's receiving the American Transit Association award man of the year. That is a national body, in fact, and this is the first time that anyone outside of the United States has won the award. I happened to be at that luncheon, and along with my fellow Canadians I felt extremely proud

as I watched the Premier receive that award and, in particular, heard the remarks that were made by the chairman of that day and the guest speaker as to the contribution made by the Premier in the whole context of public transportation.

On the question of staggered hours, this has been successful. In so far as getting the consent of the employees of the Queen's Park complex was concerned, there was no coercion. It's being done voluntarily. If my memory serves me correctly, there are about 5,500 who will have hours different from the normal, from what we call rush-hour traffic. We are also dealing with the federal government. We will be making representations to them for their employees. We are having a conference later this month with the leading industries with a view to getting their co-operation. When I say the leading industries, I don't mean leading in terms of financial stability and so on, I mean in terms of numbers of employees in downtown Toronto.

I noticed that the city hall in the city of Toronto has taken up this new programme. So it's a start and hopefully, it will progress and aid the whole situation. I would point out in this regard that you'll notice the difference during the summer when you come into downtown Toronto because of the fact that perhaps 15 to 20 per cent of people are on a two-week holiday across that two-month span in the summer. As a result, I personally find that I can come downtown from my place, which is at Highway 401 and Wilson basically, to Queen's Park in 20 to 25 minutes, which is not bad. If we were able to have 15 or 20 per cent of the employees employed in downtown Toronto take staggered hours, this would have the same effect. In any event, it is part of the urban transportation programme.

On studded tires, I was at Thunder Bay at a regional conference, if you want to call it that. I was in the bear pit at Thunder Bay in my chairman's riding and others about two weeks ago. The question of studded tires was raised by one gentleman there, and that was the only question that I have on studded tires in the past year and a half. As I told him that day, I could make myself popular with him simply by stating we were still studying the situation, but this I refuse to do. We are not studying the situation. We have no intention of lifting the ban on studded tires—as a matter of fact, to the contrary. If anyone has been travelling in the Province of Quebec recently and took cognizance of the state and conditions of their roads, I think everyone

would look to this province and say thank God we've put the ban on studded tires.

Also traffic accident records indicate, not only for this past winter but for the winter of 1971-1972, that accidents were down. In 1972-1973, if my memory serves me correctly, on ice and on packed snow, which are the only conditions that relate to the best use of studded tires the accident rate was down 27 per cent.

In the light of these statistics, I pointed out to the gentleman in Thunder Bay that if he or anyone else had any statistics to prove otherwise, then to send them in to me. I might say in that crowd of some 300 or 400 I really did not detect any particular opposition. I'm not saying he was alone, but certainly he did not have much support in the audience on the studded tire situation.

On the logbooks, I mentioned in the House the other day that I think this is a good suggestion quite candidly. We are talking with the industry now with a view to having the fleet operators bring this in first and we are working on that. It is a good suggestion.

As you know, we have the commercial vehicle inspection programme starting, with 30 inspectors being recruited now—I think more than half of them have been recruited already. They will be deployed in teams of two throughout the province—at the weigh scales and in other areas—and they will be inspecting commercial vehicles under a new programme.

On local authorities and their dependence, or whatever, on our ministry for subsidies relative to urban transportation, may I tell you that the local authorities are in complete command. They are the ones who come to us with their programmes. We sit down with them and make suggestions—whatever suggestions we may have.

In many cases, there may be a transit study done, but it is done in co-operation with the local council. In such cities as London, Thunder Bay, Sudbury, Timmins and others—I just cannot rhyme them off—I think there are some 30 studies going on now relative to this. But in any event they are all extremely happy with the way that this programme is being run.

On school buses, again that is a rather novel suggestion about better utilization. I suppose, Mr. Paterson, it would depend on the particular school bus operators and whether or not they wanted to participate. Again, I suppose it relates as to whether or not they would be economically viable for other uses.

For example, it may be that if they were small school buses, they could be utilized for an off-peak dial-a-bus system in certain areas. This is again a very good suggestion. I honestly can't say whether anything has in the form of a study been taken up on this, but we will have a look at it.

On the beepers—I agree with you. I read that myself in a paper or a magazine, I believe it was, about picking up train signals, and this is something that is being studied by ministry officials.

Your last point was on drainage. As I understand it—and perhaps we get into the particular item in this vote—there was an amendment to the legislation brought in in 1968 which perhaps created the problem. I am not so sure that this should really be in my ministry. It perhaps should be in the Ministry of Agriculture and Food.

But in any event, I have had two or three delegations in to my office respecting drainage. Each municipality that comes to me, is looked at on a single basis as it comes. But transcending all that, we are having a look at the drainage problems themselves and, of course, we will study the report of the select committee on drainage and note its recommendations.

That's all I have to say at present, Mr. Chairman.

Mr. Chairman: Thank you, Mr. Minister. Mr. Germa, have you an opening statement on behalf of your caucus?

Mr. Germa: Mr. Chairman, coming from northern Ontario as I did this morning, I had the privilege of driving through our first snowstorm of the year. Most of my comments and my direction are based probably on my experience as a person from northern Ontario. You know, each time you go to the north—I recall you were in Thunder Bay last week and you took quite a beating up there about the state and condition of our highways; and—

Hon. Mr. Carton: It was exaggerated in the press, really.

Mr. Germa: It seems to happen so often that I am getting to believe that maybe we do have a problem there; as though I wasn't already convinced even before I see you getting criticized in various other areas.

But it is my opinion that it is the responsibility of this ministry to develop a co-ordinated transportation system for all people of the Province of Ontario, taking into consideration the environmental factors and, as a

new phenomenon, the impact it is going to have on our energy resources.

I think the old days have gone when we can just opt for the most convenient system and pay no consideration to cost and the depletion of our energy resources. I hope that the ministry is thinking along these lines and takes action to direct its efforts into understanding that our energy resources are not unlimited and we have to opt for the most efficient operation that we can find.

This ministry has a very substantial budget of \$675 million and represents about 10 per cent of the Ontario gross budget. I think this ministry can have an impact right across this province, because one of the most visible things of government is our highway system, our transportation system. I think it is within your jurisdiction to direct how this province is going to develop and where it is going to develop, because we have seen in the past we can direct population in almost any direction we want without any other influence except to supply a decent, efficient transportation system.

It is my opinion that this has not happened in the past; I think our transportation system has developed like Topsy. We are feeling the strains of that, particularly in the "golden horseshoe" area, where we have probably too many people than we would like to have here, whereas we have large expanses of land mass in Ontario where I think certain things should have happened that are presently happening in the southern part of the province.

I am thinking specifically now of location of industry in the Niagara Peninsula. It seems to me that this could have been averted, and should have been averted, and yet I see that the expansion of industry in a prime land area like this means it is gradually being paved over.

I think the minister has to take some direction to supply a system of transportation which will encourage industry to go to those areas of the province where it does not disrupt our farming community the way I see it happening down there. Just a short milage north of where we are sitting right now there is a lot of land which will never be used for farming purposes and I think it is your responsibility to supply a transportation system which would make it economically viable for industry to locate in these kinds of areas.

It would be of benefit to everyone concerned if industry was put into areas where there is not this destruction of productive land. I think the government has failed in the past to recognize this.

In the northern part of the province, our problems are somewhat different; we don't have the high-speed arterial routes. In all of northern Ontario I think there are only about eight miles of four-lane divided highway; I believe that goes from Sudbury to the Lively intersection. As far as I have noted, this is the only place where we have a No. 1, first-class highway in all of the north.

I have a feeling that the trucking industry is growing at a rapid rate on our highways. The freight being carried seems to grow and grow every year and while it may not be such a problem on a four-lane divided highway, this is an extreme problem on a narrow two-lane road — which encompasses all of northern Ontario with that one exception.

I think the minister has to think about ways and means of getting this freight back to where I suspect it belongs. In the last few years the railway companies solved one problem for us when they developed the rail car for carrying automobiles. This took thousands and thousands of those automobile transport trailers off our highways and the impact of even that one segment of the industry moving off the highway to the tune of maybe 95 per cent, I would say, has made a major difference. It has pulled a lot of these trucks off the road.

We all know that we can move freight on a railway at about one-tenth the cost that we can move freight on a truck. I suspect if the trucking industry were not subsidized to the degree it is, in the form of highways provided by Ontario, then it would not be economically sound for the trucking industry to continue and freight would naturally migrate to another mode of transport.

Maybe our licensing of trucking should be scrutinized to determine if we are subsidizing it to the degree that we are pulling freight away from the railway companies. Perhaps we are actually putting it on our highways, to the detriment not only of the people delayed by these so-called "truck-trains," but also of a reduction in commodity costs.

We know, for example, that transportation costs, particularly for those people who live far from the productive area of the province, reduce the standard of living below that here where most of our foodstuffs are grown; where most of our manufactured commodities are made. Everything from a washing machine to an automobile has, say, from \$14 to \$40 to \$60 added on it to pay transportation costs. I suspect that if these foods, goods, and so forth were moved by a more efficient mode it would both conserve energy resources and be a boon to the people who buy them.

Now you're well aware that the trucking industry has caused some bizarre accidents on our highways. I'm concerned that the pup trailer incident is only one case in point. We've had a couple of bad smashes and a lot of lives were lost.

I know there is constant pressure from the trucking industry for increased lengths. I notice that in the Province of Alberta it is now possible for trucks to pull two pups as well as their semi-trailers. I don't know what kind of pressure the minister is under in that regard but I hope he would hold firm with a one pup-trailer limit in Ontario. If you have to allow it on four-lane divided highways that's one thing, but on a two-lane highway it would just be a disaster. They have a truck in Quebec now that has 72 wheels. I hope I never see that on the roads in Ontario. It carries more than 150 tons. The trucking industry, I think, has to be contained in one fashion or another.

The highway construction industry and the automobile lobby have had, in the past, almost full sway over all transportation departments on this continent. This resulted in massive highway construction jobs and the proliferation of the automobile. But now I see the mass transit lobby applying the same pressure the automobile lobby applied 20 years ago. And it appears to me that the government is reacting to this lobby.

I just wonder if instead of "too little, too late," we now have "too much, too soon," because the ministry has gone gung ho on mass transit with its announcement of the Krauss-Maffei system. And we who will get no benefit whatsoever from this \$1.35 billion expenditure are concerned that all the funds are going to be directed into this area of your budget to the detriment of the rest of the province.

This particular transit system applies mainly to the city of Toronto. I doubt very much whether it's going to be feasible in Ottawa, for example. And there's a lot of concern across the province that the government is putting all its eggs in one basket. Perhaps it should slow down a little bit and make sure that there are sufficient funds to supply the rest of the needs.

You know, we in the north see all these fancy highways down south. We think that now you've got them all built here, maybe you are going to start spending some money up north. It's like standing in line for your supper then when you come to the end of the line they tell you, "Well, all the meat and potatoes are gone. All you can have is cake." Sure we can get a subsidized bus

system in the city of Sudbury, but we're afraid the basic highway construction programme might suffer.

I'd like to make a couple of remarks about the Ontario Transportation Development Corp., which was formed to promote the Krauss-Maffei concept, as far as I can understand. I agree that the OTDC is a very good idea, I just wish I had thought about it ahead of you, and I congratulate you for it. It's an opportunity for the government to get involved. But I think that as well as exploring these far-out concepts, there are a whole lot of basic things it should also be looking into. There's no bus made in Ontario, or Canada, that meets the need of say, the TTC.

Hon. Mr. Carton: This is one of the things the OTDC will be developing.

Mr. Germa: I hope you're going to be developing a bus to fit into, say, the Toronto scene, because the TTC is now using buses made in Pontiac, Mich., and assembled in London. General Motors is the only company making buses for the urban market. And it's not really interested in making buses, because to it the bus business is just a drop in the bottom of the bucket. It's not interested in developing a bus that really fits the need. I'm glad the hon. minister informs me that the government is going to work on such a development.

Another problem is the power for these buses. The only V-8 diesel engine in North America is made by Detroit Diesel, which is also owned by General Motors. I think the government has got to get into that business, too. These are basic hardware items, which I think should have priority over these magnetically levitated things. The Province of Manitoba demonstrated that it was interested in buses, and it bought into the Western Flyer Co. in Winnipeg. I think the hon. minister should think of that.

There's also a problem with supplying streetcars in the Province of Ontario. I forget where we have to buy them.

Mr. Jessiman: There is a pretty good source at Thunder Bay.

Mr. Germa: But we have to buy them—I beg your pardon?

Mr. Jessiman: I say there's a pretty good source at Thunder Bay.

Mr. Germa: We have to bring them to Toronto to install the electrical equipment in them. Take electric buses, for instance.

I'm sure you're aware what has to happen. You have to buy a diesel bus without an engine in it. Then you bring it to Toronto the Bathurst St. yards. Electricians have to go in there and tear that bus apart and put in the electrical equipment. There's no place where the government can buy an electric bus. I think electric buses are paramount; the kind of things the Ontario Transportation Development Corp. should be looking at.

I'd like to say a little bit about norOntair. I'm not sure that the hon. minister really knows where he's going on this, with the reversals he sought or had from the Canadian Transport Commission last week, when it reversed the application by norOntair to do this service between North Bay and Sudbury and Timmins. I think your concern for the private enterprise system has overpowered good judgment here.

We have three different airlines running in and out of Sudbury. While Austin Airways has the franchise, I know, according to this press story, flying a DC-3 aircraft—now the last DC-3 aircraft was built in 1948. Whether or not, this was the last one built I don't know but even if it was the newest DC-3 in the province it is still a mighty old craft and I can't visualize that this is adequate transportation for the north.

I think there was not a proper overall air survey done in the north to decide what we wanted to do there. I think the government went ahead too fast and didn't take the broad overview of what was going to happen there. I think that the government's attitude of handing out money to promote the private transportation system is wrong.

I don't know whether you realize it, I'm sure you must realize it, the government of Ontario has given to White River Air Services, which operates norOntair for us or supplies the servicing, a forgivable loan of \$315,500 from the Ontario Development Corp. That's a forgivable loan and it also has another loan of \$315,000 so the government of Ontario has put \$630,000 of development corporation funds into White River Air Service.

As well, you supplied them with two \$1 million Twin Otters; as well, you are paying a management fee to White River Air Services to operate this system; as well, you have, I understand, another Twin Otter which you have bought which you were going to use on the Sudbury-Timmins-Sudbury-North Bay route. I think you have spent enough money on White River Air Services to set up a first-class provincially-owned and operated air service. If we are going to put up money, I

think that maybe we should have something to do with its operation.

I don't know what connections White River Air Services has with the government but I think it has received favoured treatment in being supplied with \$3 million to \$4 million to set up this service.

I'm glad you are going to Sudbury tomorrow to sit in on the cable TV hearings. This is going to proliferate and there is one province in our country which has taken over cable TV and it is going to be the one to deliver cable TV service to the people. I suppose it is beyond your comprehension to think in those terms but it is worthwhile thinking about and reminding you that there is another way to do it without farming it out to a multiplicity of operators, a different operator in every community.

The Ontario Northland Transportation railway system, I think, has not done the job which I suspect—which I know—it was set up to do. On every boxcar you see the words—I think they call it "Ontario's Development Road." It was set up precisely to develop the northern part of the province and it really hasn't developed the northern part of the province. We have the strip from North Bay to Moosonee but that is not all of the province.

There are massive deposits of mineral wealth in northwestern Ontario which could be exploited and developed, providing transportation at a cost to make the operation viable were available but without government intervention in doing something about freight rate costs—and I suggest that you have a beautiful vehicle here if you want to use it; if you want to expand it to overcome a lot of the transportation problems in northern Ontario. I would like to see something happen there.

There has been pressure for many years to continue the railway from North Bay to Parry Sound to give us a Great Lakes port, almost a direct link with northern Ontario. I think this would be a boon if we could get Ontario Northland to connect with our deep-water port at Parry Sound.

I'm also concerned, Mr. Chairman, about the accident rate. I had information today from the Insurance Bureau of Canada, a new report apparently, which indicates that 82.5 per cent of all accidents are caused by people aged 16 to 21 years. Now, that is a phenomenal rate. And the insurance bureau—or a representative whom I talked to—suggested that the driving age should be raised to age 22. And he said we could then remove

82.5 per cent of our accidents from the highways.

Hon. Mr. Carton: We hope.

Mr. Germa: I had to reject that. They were looking for someone to promote their cause. I just couldn't see that that was practical and feasible, age 22. I think possibly there might be a weakness, then, in our system. If this group, which I think represents about 20 per cent or 25 per cent of the driving public, has 82.5 per cent of the accidents, then we have to get in there and start educating these kids, which they are—16. We have got to really zero in on that. And we have got to put some more money into an educational programme to correct this.

Another startling figure from the Insurance Bureau of Canada report was that 50 per cent of all deaths on the highway in Canada are attributed to drunk driving. This is a phenomenal accident rate, too. Their suggestion there was pretty harsh, and just as harsh as the first one. I don't accept the second recommendation that after the second drunk-driving conviction a driver should lose his licence for life.

There are some countries that have really put in tough legislation regarding drunk drivers. In Finland if you are caught drunk driving you have to work for about 30 days at the airport as a day labourer. It lets them know that there is something they must be concerned with.

Mrs. M. Campbell (St. George): They could go to work in Terminal 2. Yes, Terminal 2.

Mr. Germa: So I think with that, Mr. Minister, I will close off. I have various other questions to ask when we come to the particular vote.

Hon. Mr. Carton: Mr. Chairman, I'll try to answer Mr. Germa's points as best I can. But there again, Mr. Germa, if you want specifics then they can come up as we go through these votes.

First, on the construction of roads and the criteria that are determined for this, you point out that perhaps consideration should be given to the various phenomena, as you put it, in the north as compared to other parts of the province. And I am happy to tell you that we are trying to formulate some criteria that will help us determine this with the use of computers.

It is not foolproof. Anything that you get from a computer is subject to whatever you

may feed into that computer, but we are endeavouring to come up with some sort of a road-building programme and the subsidies that relate to that road-building programme, depending on the characteristics of the particular part of the province.

On the regional development aspect, and the fact that we should build roads, I can see your reasoning. But I would suggest that it is the other way around; that the regional development of this province is determined by the government. As the regional development programmes are put forth then this ministry reacts to the particular report concerned. This is what is done every time that we have a study done for a particular area of the province that takes certain elements into consideration, and in fact there are joint studies done in connection with TEIGA officials.

On the northern roads, I recognize that there is only the eight-mile stretch of four-lane. I think you are also aware that we are having—and this is only one road so I don't say that this is the answer, but again it is recognition of the fact—we are having a feasibility study done at both ends of the Sudbury to the Soo section of Highway 17.

I would like to point out, in that regard, that I thought, quite candidly, that when you four-lane a highway that it would be a simple problem to be resolved. That is not the case because, as I understand it, if you are trying to build a four-lane highway from a two-lane road, you run into more problems—and rightly so—from the very vocal residents who are on that two-lane stretch of road. They are the ones—again rightly so—who raise all the commotion.

Basically, what it may mean is a new highway, a four-lane highway, from Sudbury to the Soo, but on a new route. So you can see the problems that are inherent when you try to do such a simple thing as four-laning a two-lane highway.

On trucking, I agree with you completely. I am concerned about the truck traffic on our roads—no matter where we go in this province. I went down to Niagara Falls about six weeks ago, on a Monday morning, and right from here to Niagara Falls it was traffic congestion all the way; and I would say that seven out of 10 vehicles were commercial trucks.

The situation is not helped any—and I think you probably noted it in the paper recently—by the Transport Commission, which in their wisdom on the interpretation of the Lord's Day Act, and perhaps they were right

legally, said that they would not admit the evidence of the province relative to traffic congestion and safety. They said these were not factors to be considered. I would like to think they are, but perhaps again on the legal aspect, they may be right on the Lord's Day Act interpretation, that it is simply a case of the transportation company and what they call a necessity or an act of mercy.

You mentioned the trucking industry and the fact that we build roads, and if we didn't build roads, perhaps the trucking industry would not be able to utilize them and there would be other means of transportation, namely rail. Mr. Germa, I don't have the figures—someone in the ministry may have—but if one considers the PCV-licensed truckers, for example, and the fees they pay for the PCV licences and the money they pay in gasoline taxes, I am sure they make a very considerable contribution insofar as highways are concerned.

Pup trailers: Again, I pointed out in the Legislature that I am concerned about them, but I point out to you, as one of the members from the north, the difficulty that would arise if we banned pup trailers that are carrying lumber, steel or resources. We have the problem of transportation costs. Also, pup trailers are not just in the petroleum industry. As a matter of fact, I think there are perhaps 265 vehicles in Ontario relative to the petroleum industry and pup trailers, but there are literally thousands of pup trailers in other industries—the transportation industry itself, gravel trucks, steel trucks, lumber trucks and so on. So, whatever step we take on this will not be done hastily. It will be done after all the facts are known.

You make a point about the mass transit lobby as opposed to what you have called the highway builders' lobby that has been, as you say, front and forward up until this last year or two. There is no mass transit lobby to my knowledge. In Ontario, quite candidly, it's the province—

Mr. V. M. Singer (Downsview): They all had the same idea at the same time.

Hon. Mr. Carton: Thank you. I didn't know you cared. The province is the one, for example, that had the industrial conference at the Ontario Science Centre to interest the industry in mass transit; we think this is the right format.

I would like again to correct this figure of \$1.35 billion or \$3.35 billion which keeps cropping up in everyone's remarks. As I pointed out in the Legislature, this is one

of the reasons we were having our advertising campaign that the member for Thunder Bay mentioned the other day. But as an example of the transit subsidies in the north, for example, in 1973—this is on transit alone—there has been an allocation of \$725,000 to Sudbury, an allocation of \$147,000 to Sault Ste. Marie, an allocation of \$982,000 to Thunder Bay, and there was an application in from Timmins for an allocation of \$262,500. These are rather substantial figures dealing with transit and they relate to the north. Again, mentioning the new mode of transportation and mentioning Metropolitan Toronto, in my budget this year there is a figure of \$7 million for the new mode of transportation and to date we have spent some \$3 million. So I think we should keep those figures in their proper perspective and realize that the \$1.35 billion deals with a six-point programme. The urban transportation part of that is over a 10-year span which would come after the successful demonstration at the Canadian National Exhibition.

Mr. Singer: If you are successful why don't you do it all at once?

Hon. Mr. Carton: Because there are questions that people have a right to ask, and we will be answering them as we go along. You have a good point, and I appreciate your remarks on what I think is a very good programme, namely setting up our own transportation development corporation, and this is in the mill right now. Part of their concern will be the intermediate capacity system. They will be doing research on streetcars and light rapid transit vehicles. They will be doing research on large buses, diesel and electric. They will be doing research on dial-a-bus vehicles, telecab operations, transit safety equipment and also research on helping the handicapped in matters that relate to their problem of transportation. They will also be doing research on automatic fare collection devices. I would point out for your information the last order—and I believe it was called for tender and granted—was for 42 buses that we will be buying from Flyer Industries in Manitoba along with a number from General Motors in London.

The reason that the number of 42 was not increased, quite candidly—because I wanted to make sure they got a large order—was the fact that 42 was their capacity. We have been purchasing from Flyer Industries in Manitoba and we have a good relationship with them. We want all the provinces in this country to work together on an urban transportation problem. They were at the Science Centre at

the industrial conference and I think that if you spoke to them and to the government in Manitoba you would find that they are relatively happy with the participation of this province, insofar as their industry is concerned, in urban transportation.

Regarding norOntair, when you say we perhaps acted too quickly, if you are referring to the purchase of the third norOntair plane, I can't fault you, you are right. We honestly thought that we had a joint application with Air Canada and we honestly thought that it would be approved and we were shocked when it was not. That doesn't preclude the possibility of working with Austin Airways who have that franchise. The decision needed a little interpretation, but as I recall it, it stated that Austin would be given until the end of the year to update and show that their particular services would be financially viable and at that time if that was not a fact then they would reconsider the norOntair application. But we are not sitting there, we are trying to come to some arrangement with Austin Airways.

On your point as to private enterprise versus government, I recognize your position and I think you recognize mine. We do not really subscribe to the idea of government competition with private enterprise whatever it may be.

Mr. J. E. Stokes (Thunder Bay): You just subsidize it.

Hon. Mr. Carton: Well, we subsidize—and I'll mention that. Mr. Germa mentioned the figure of \$3 million or \$4 million. In fact, we own the aircraft. They only have a management contract with us. We subsidize the difference between the actual costs and the revenue. I forget the exact figure, but I think it is in the neighbourhood of \$250,000.

An hon. member: It is \$180,000.

Hon. Mr. Carton: It is \$180,000 for the current period. Mr. Germa also mentioned one figure of \$1 million or \$500,000 or whatever it was from NODC. I think this is a very worthwhile loan, because it is the loan that enabled northeastern Ontario for the first time to have maintenance facilities. This loan is for a hangar and maintenance facility at Timmins, so that the aircraft in the north will now be able to get proper service and proper maintenance. That was the purpose of that loan.

You mentioned the extension to Parry Sound of the Ontario Northland. Quite candidly, I agree with you that it should be a

development railroad. That is one of its purposes. I know, looking at the chairman over there, if anyone is more positive in that particular statement than I am, I'm sure it's he. We have looked at the extension to Parry Sound and the cost figure involved is \$68 million.

We are trying to do the best that we can with what we have. If it is economically viable to extend the ONR for the purposes of the north, then we are looking at it. This was one of the reasons why I was quite concerned about transportation costs in the north. I said we have a vehicle to do it. The ONR is a development railroad and it should be put to use for the people in the north. I'm not saying that that particular freight rate reduction programme is going to be a huge success. It's an attempt. We will be watching the figures. We have this going on till the end of December and an assessment will be made. We are cognizant of the role of the ONR and, hopefully, can gear it to what you think it should be, a development railroad.

On the accident rate, we have a programme that has presently been examined in the ministry. This is a system of probationary licences. When it's brought into being, I think this would have a positive effect on the situation that you mentioned about 16 to 21-year-olds.

What it means, in fact, is that you do not get your driver's licence; you get a probationary licence for a period of one year. In other words, it makes them realize that they now have something under their control that is not just a toy and that they are going to be watched for that first-year period and they will get or not get their permanent licence, depending on whether or not they have accidents, as the case may be. It will bring home to them that they are on probation for the first year of driving.

On the drunk driver aspect—

Mr. Singer: Could I ask you a question on that point?

Hon. Mr. Carton: Yes, surely.

Mr. Singer: Are those figures that Mr. Germa gave correct?

Hon. Mr. Carton: I don't know.

Mr. Singer: The member for Essex-Kent (Mr. Ruston) sent up and got this book, "Facts on General Insurance History in Canada." Quick, and probably bad, mental arithmetic indicates in the age group from age 16 to 24 only some 30 per cent of the accidents

occur. I thought Mr. Germa had above 80 per cent.

Mr. Germa: The figures I gave were 16 to 21, Mr. Singer, which an insurance agent gave on the telephone this morning. He got them out of the Insurance Bureau of Canada report.

Mr. Singer: If you do 16 to 21, the figure is even less. You can add these figures together and it looks like 150,000 out of 460,000 accidents, which is something around 31 to 32 per cent. That's putting it up to 24-year-olds too. That's from the tables in this book.

Hon. Mr. Carton: I think your point is well taken. Notwithstanding that I think Mr. Germa's point is well taken, too, that there are a large number of accidents.

Mr. Singer: Oh, there are a large number of accidents, but I don't think it's 80 per cent of the accidents.

Mr. R. F. Ruston (Essex-Kent): I question that percentage as being unbelievable.

Hon. Mr. Carton: We will have a full report on this when we come up to the particular item. It is well on in one of the last votes on drivers, etc. and he will make a full report on this probationary aspect and what we propose doing—but I think this is part of the answer.

On drunk driving you can go from one extreme to the other. I had representations made to me by many, many members in this House on a little more leniency when a person is convicted on a second offence and loses his licence. There was some thought that perhaps there should be leniency tempered with a little moderation insofar as the charged person is concerned because in many cases they lose not only their licences, but they also lose their jobs.

Hence, there is the question as to whether or not we have two kinds of laws: One for those who happen to be in the category who would be inconvenienced, but wouldn't lose their livelihood by losing their licence; as opposed to truck drivers who lose their licence and their job—and in many cases lose their homes, because they don't have the money to pay the mortgage, etc.

Quite candidly, I was shocked about seven or eight months ago in the public reaction to my reply to a question by the member for Riverdale. He made a very good point I thought, and I agreed with him in the Legislature. I said that perhaps we should look at

the system whereby drivers wouldn't lose their licence, but perhaps they would take a course à la Phoenix. It is a course where they work with a psychologist and doctor in Phoenix. It is a programme which they say is rather successful. But the press and the public—the letters that I got on this—said in no way should any leniency be shown to drunken drivers, ever. In fact, it was something akin to what some of the other countries are doing in getting harsh with them. So again, I really don't know.

I think that has answered basically the questions. If we can get into the vote itself now, Mr. Chairman.

Mr. Chairman: Thank you, Mr. Minister.

Items 1 and 2 of vote 2201 agreed to.

Mr. Chairman: Item 3?

Mr. Paterson: Is that legal services? Might I ask, Mr. Minister, has your department entered into any new agreements with gasoline companies or food companies operating the service centres along Highway 401 or 400 in the past year; and if there has been any change in the percentages of income and so forth? There is a second point to that. I believe the Minister of Agriculture and Food (Mr. Stewart) was attempting to make arrangements at those sites whereby local produce could be sold, and I believe this was not feasible because of the legal arrangements at those sites.

Hon. Mr. Carton: There are two points. I think to my knowledge there is only one lease that has come up for renewal, and there was a substantial increase. Could I have the figures?

Mr. Paterson: Are you referring to the King interchange? That situation?

Hon. Mr. Carton: Right. What was it before?

Mr. A. F. Leach (Executive Director, Right of Way and Services Division): Shell? Three per cent.

Hon. Mr. Carton: What was it before though? It is 22.3 per cent of gross now is it?

Mr. Leach: It is now. It was three per cent.

Hon. Mr. Carton: Yes, it is now 22.3; it was three per cent.

Mr. Paterson: This is the gross receipts? What is the lowest? As I recall at one time 18 per cent was the figure set. Does it vary

more than five percentage points in any of the areas in the province?

Hon. Mr. Carton: I am sure there is a variance depending on—

Mr. Paterson: On volume.

Hon. Mr. Carton: —the volume.

On your point on selling produce or whatever at these centres, I know representation has been made to me by the Minister's—and quite candidly this minister's—opinion that produce shouldn't be sold at those 401 locations. These are specialty centres—they are for gasoline and food. And I am not too happy with the food situation in some of them; we are trying to correct that too.

Mr. Paterson: All right, might I ask, related to this matter, I noticed the development of service centres just off Highway 401 on the county roads or other provincial highways—

Hon. Mr. Carton: Right.

Mr. Paterson: —which, I think, tends to defy the original policy of the department.

Hon. Mr. Carton: There is one at Bradford.

Mr. Paterson: Does the department have any restrictions in that regard, other than at the entrance of the—

Hon. Mr. Carton: Is there one at Bradford that I'm thinking of, that is off the road?

Mr. A. T. C. McNab (Deputy Minister): There are a number of them. There are approximately seven or eight on Highway 401. The original agreement was that we had to promise the petroleum people some protection before they would bid on these stations. We had to guarantee that there wouldn't be any new stations allowed for a definite period of years between the locations that were designated. Then the petroleum companies themselves go beyond our area of control and establish stations off the interchange legs. But there is no way that we can control those. Nor do we get anything out of it, other than the normal gas tax and business tax.

Mr. Ruston: There was one particular case down in my area where a leg of 401 comes off onto a provincial highway. The department wouldn't allow a station operator access to the highway, so you certainly controlled that one.

Hon. Mr. Carton: This is a different situation.

Mr. Ruston: Isn't it the same in most cases? Most of these—not all of them, but a number of them, I'm quite sure—are off the provincial highways. Or are they all on county roads? I'd like to know.

Mr. McNab: No.

Mr. Ruston: That would be an interesting point. But I know in this particular case the department would not give him a permit for access to the adjoining provincial highway, which is Bloomfield Rd.

Mr. McNab: Access off service roads is restricted on the intersection of King's highways to beyond the point of the acceleration or deceleration lane. After that point, our local policy applies the same as to any other gas station. They must be beyond the point of the acceleration or deceleration lane. It is a safety measure.

Mr. Singer: Why did Shell step out of one location on Highway 400 and let BP take it over?

Hon. Mr. Carton: It was a tender.

Mr. Singer: Was it a tender—a second tender?

Hon. Mr. Carton: You see, their lease would be up, and they would tender for renewal.

Mr. Singer: I was wondering whether they left by choice.

Hon. Mr. Carton: No, I think they in fact submitted a tender.

Mr. McNab: They were the second bidder.

Mr. Singer: They did want to stay, then?

Hon. Mr. Carton: Yes.

Mr. Singer: Does the ministry make any effort in any of those leases to control price? Because it seems to me that they are always charging the top going price for gas. When the people who use our highways, particularly visitors, stop in those service centres on the main highway, they are always charged the highest going price for gas, whereas if they were familiar enough with the area they could probably get it for seven, eight and nine cents a gallon cheaper. Do we make any effort to control prices at all?

Hon. Mr. Carton: No, we don't.

Mr. Singer: Should we? Is it not a poor advertisement for the province if the gas at these stations on our major highways is sold at least as high as, and sometimes often higher than, the going price in the communities surrounding the highway?

Mr. McNab: Well, the going price, Mr. Singer, is generally what is charged there. The gas companies never get involved in any gas wars there.

Mr. Singer: No.

Mr. McNab: But the prices that they pay—and I've watched this closely—are the prices that you'd be charged at the normal service stations that aren't involved in price cutting.

Mr. Ruston: I had an interesting experience a couple of times stopping at a 401 service centre. One particular day I stopped at one, and two people came out to service my car. The first thing they said was: "If you drive down three miles and turn off, you can get gas at eight cents a gallon cheaper than here." I said: "Well, I didn't intend to turn off any place." They went on to tell me that they were behind seven weeks in their pay from the company they were working for, and they were quite disturbed. That was rather interesting.

Then another time I stopped at another service centre. I think it was about the time the Treasurer saw fit to raise the sales tax two cents and was putting on the energy tax. Someone questioned that he was working for \$2.35 an hour for, I think, the Gulf Oil Co., if I remember correctly. I thought they have an exclusive franchise on our road and the government is giving them this exclusive franchise and I am sure they are doing well financially. I don't think that \$2.35 an hour is a very fair wage.

Of course, I realize that the minimum wage is lower but if we are going to give these exclusive franchises out—why, I don't know. I sometimes wonder if, as Mr. Singer said, we should be looking at the price. We do have control and I think we are going to have to start taking a look at what they are charging and maybe what they are paying their help. I really think that—there were two particular cases where they were sure not helping their industry at all, I don't think, and yet we were giving them the exclusive franchise.

Mr. McNab: I would like to have the name of the people who sent them two miles down the road and off.

Mr. Ruston: I don't think that would be progress. That was strictly between the employees and the company.

Hon. Mr. Carton: What about the waiters and the waitresses in the restaurant area, where do they come in?

Mr. Singer: Or even the food.

Hon. Mr. Carton: That's right.

Mr. Germa: For these stations, do you have any inspection of the level of service they supply?

Hon. Mr. Carton: Yes, we do.

Mr. Germa: As far as I am concerned, I don't think it is being very well inspected because I have seen a lot of these washrooms and things like that in those stations. They were in pretty bad shape without towels, without hot water, without soap on numerous occasions.

Mr. McNab: We have exercised the authority that has been invested in the ministry and have had, I believe, three of the licensees changed. In other words, we have forced the oil company to change the caterer. We have just recently had problems on three particular stations in the last month and a half; they were subjected to rigid inspections and they have had to come up to a higher standard. It is most difficult.

Our big problem on the service centres is in the summer-time. You will have normal facilities that will cope with something and some unscheduled bus tour comes through with maybe three or four buses, amounting to hundreds of people hitting a location at one time. We also have the problem that most of these are in fairly remote areas and they can't get employees with the same ease as in other places. They have problems of getting transportation out to the stations.

Maybe, as you say, the wage rates have something to do with it. I don't know but these are some of the problems we have. We have two people continually inspecting these and reporting back and we keep a complete report. We rate all these stations and we are in communication with the ones at the lower end of the schedule. It is something that takes an awful lot of supervision and it is most difficult, particularly involving food and sanitary facilities.

Mr. Singer: Might there not be some sense in handing this operation over to someone else, because really you people are in the business of providing roads and other meth-

ods of transportation and so on. This really isn't your strong point, is it, looking after service centres and restaurants?

Hon. Mr. Carton: They are not our cup of tea as far as restaurants are concerned.

Mr. Stokes: They are not doing a very good job on the ones under their jurisdiction either.

Mr. McNab: Well, the problem is, sir—

Mr. Singer: Maybe we could get the fellow who runs the dining room in here.

Mr. Ruston: That would be worse.

Mr. McNab: We can have some control by our people who are normally involved in the maintenance of the highways and are out in districts and what not. Tourism? I wouldn't hesitate to hand it over to them if I had the choice but they are not regionalized to the same extent that we are.

Mr. Chairman: Mr. Maeck.

Mr. L. Maeck (Parry Sound): Mr. Minister, did I understand you to say that on this last lease which was let out you are collecting 22 per cent of the gross of that lease? What is normal?

Hon. Mr. Carton: It is 22.3.

Mr. Maeck: It's 22.3? Is that the highest one you have got? What do they usually run at?

Hon. Mr. Carton: That's the most recent one and probably, therefore, the highest.

Mr. McNab: If I could speak on that, sir, it varies from seven per cent now to the highest, which is this latest one, 22.3. When we first introduced these service centres on our highways, some of the oil companies were reluctant to get into it, but they don't look at it purely and simply as an area, because of their operation there, in which they can increase the gross of their companies, but rather as an advertising factor, being more or less a show window for their product. I think the last in was Fina; BP are trying to get a foothold. Exposure on a highway that's travelled by probably 70,000 cars a day at peak periods is worth something from an advertising standpoint.

Mr. Maeck: It would have to be, because at 22.3 per cent, obviously, they are not going to be able to cut the price of gas, as you were suggesting, Vern, because I think at the regular price of gas—that's about the percentage of profit involved, isn't it?

Hon. Mr. Carton: Do you think we're too hard on them?

Mr. Maeck: The ministry is collecting all the profit.

Mr. Singer: Or forcing them to raise the price.

Hon. Mr. Carton: It's public tender.

Mr. Maeck: Yes, I realize that.

Hon. Mr. Carton: It's public tender, and the range in prices varies in the desirability of the location. There are certain locations a strategic distance, say, from Toronto, which are logical places for people to stop. These companies put a great deal of research into these stations before they bid for them. It was interesting when you saw the bids as they originally came in—all hitting around the same area, based on the exposure that they were going to get.

Mr. Chairman: Mr. Spence.

Mr. Spence: Mr. Chairman—

Mr. Chairman: Is your question on legal services?

Mr. Spence: No.

Mr. Ruston: We're discussing service centres.

Mr. Spence: It's on service centres.

Mr. Chairman: We discussed this with the hon. minister, and decided to handle service centres under this vote. Go ahead.

Mr. Spence: I thought service centres were what we were discussing.

Mr. Chairman: Some one put them under legal services. We'll leave them there for now.

Mr. Spence: When you talk about 22 per cent—does the government's percentage increase, too, when the company bids 22 per cent of gross take? Does your percentage go up, Mr. Minister?

Hon. Mr. Carton: That is our percentage, Jack.

Mr. Spence: Yes. That goes to the—

Hon. Mr. Carton: We get 22.3 per cent—

Mr. Spence: Well—

Hon. Mr. Carton: —of gross.

Mr. Spence: What is the revenue this year from the service centres? How much does it increase this year? I can get that later.

Hon. Mr. Carton: We have that figure, Jack, but it will take us a second to get it.

Mr. Chairman: If we want to go ahead—

Mr. MacBeth: Mr. Chairman, may I ask, is that for the building as well as the locations?

Mr. McNab: No. The original contract called for us to provide land, water and power and rough grading—very rough grading of the site—and the acceleration and entry lanes. They had to provide paving of the parking lots, construction of the building, full equipment—everything else—and the leases were for 25 years.

We figured out the total capital cost we put into each location and amortized that over a period of 25 years. Yearly rates were around \$2,000 to \$3,000 a year. That was standard for each site depending on how much it cost us to set it up. Then, they bid their percentage on top of that as a basic rent, plus a percentage of the take.

Hon. Mr. Carton: Roughly \$2.5 million.

Mr. Spence: Yes. Do we build the building?

Mr. McNab: No, they do, sir.

Mr. MacBeth: They build the building, too?

Mr. Singer: And the province becomes the owner of the building at the end—

Hon. Mr. Carton: At the end—

Mr. Singer: —at the end of the lease. The station that changed hands on Highway 401—was that station doing the largest gallonage, or—

Hon. Mr. Carton: Shell? It wasn't the largest gallonage.

Mr. Singer: What gallonage did Shell do a year?

Hon. Mr. Carton: What gallonage did Shell do there?

Mr. Jessiman: Are we still on legal services, Mr. Chairman?

Mr. Chairman: Yes, someone was researching an answer to Mr. Singer's question.

Mr. Jessiman: Do you want to pass that item, Mr. Chairman?

Mr. Singer: I have another question on legal services.

Mr. Chairman: Is it to do with service?

Mr. Singer: Legal services, yes.

Mr. Chairman: Okay.

Mr. Singer: I was interested in the minister's comment about his unhappiness with the federal transport commission in interpreting the phrase "works of necessity," in the Lord's Day Act. Isn't there power in the province to pass a statute, if we want it, saying there shall be no commercial vehicles on our highways on Sundays?

Hon. Mr. Carton: Right. This was a natural question I had after the decision was handed down. The legal opinion I have received is that perhaps the best way to go around it would be to say, "No Sunday driving." First of all you make a complete ban—and it's a question as to whether that's possible or not—but you could probably get around it by saying, "There shall be no trucking on Highway 400 on Sundays," and bring in our own statute. Quite candidly, this is what I'm looking at.

Mr. Singer: That's why I say I was a little surprised that you're jumping in against the federal transport commission, over which Ontario has no control, when really you have the statutory power to do pretty well what you want.

Mr. Ruston: You already use that power now for American trucks entering Ontario highways. You restrict them in certain hours.

Hon. Mr. Carton: Yes, but that's a different phase of it. My point, Mr. Singer, was that—I guess perhaps in my naïveté—I thought that Sunday trucking was not a good thing and that safety and reduced traffic congestion were important.

Mr. Singer: Yes. I say, that if you felt that strongly, under the property and civil rights power, or certainly under the licensing power, you could grant licences for certain classes of vehicles subject to their operating at certain hours and certain days.

Hon. Mr. Carton: Yes, this is being looked at and you're quite right. To make it a complete ban would be difficult but if we make it rather specific—

Mr. Singer: I don't like the tendency that you and a number of your colleagues have to blame everything on those terrible guys up

in Ottawa when you've got the power to do it yourself if you really wanted to.

Mr. W. Newman (Ontario South): In most cases, Vern.

Hon. Mr. Carton: Right. But Mr. Singer, I would point out that just today, and not through any action of the federal government, but by court decision, I understand from the chairman—he heard it on the radio, I haven't seen or heard the decision—the Supreme Court now has confirmed that we do, in fact, have jurisdiction over licensing in this province. I'm not being political but that's one thing that the federal government did that I thought was just precipitate, without any consultation with the province seat—that section 238(1) amendment to the Criminal Code—because they put the status of our suspended drivers, and our credibility, into disrepute for about a year and a half. But, in any event, they now say we have the jurisdiction, so that will eliminate that.

Mr. Singer: That's not quite on the point. My point is that you have the power if you want to do it, to bring the statute—

Hon. Mr. Carton: No, your point was not to go against the federal people.

Mr. Chairman: It is not actually under legal services. It rightfully should come under vote 2205.

Hon. Mr. Carton: That was 1.8 million gallons in 1972—Shell.

Mr. Singer: On one station.

Hon. Mr. Carton: On Highway 400.

Mr. Singer: That's pretty good.

Mr. Chairman: Does item 3 of vote 2201 carry?

Items 3 and 4 agreed to. Item 5.

Mr. Jessiman: I'd like to ask the minister a question on toll services.

Mr. Chairman: Toll collection services.

Mr. Jessiman: Toll collection services. This has to do, Mr. Minister, with what are, I guess, the only toll bridges left in the Province of Ontario. Is it the intention of your department to continue on with the tolling of the two bridges on the Garden City Expressway?

Hon. Mr. Carton: After Dec. 28, 1973, there will be no further toll-bridge operations in this province.

Mr. Jessiman: Do I understand also then that you must have been able to place the people involved in other occupations?

Hon. Mr. Carton: Many of them. But we've made a commitment to them that they will be offered employment in that district.

Mr. Jessiman: That's very good. Thank you.

Mr. Chairman: Does item 5 carry?

Items 5, 6 and 7 agreed to.

Mr. Chairman: I might mention to the members of the committee that under item 8, the minister said, would be the proper time to discuss matters pertaining to the new urban transportation policies. Mr. Stokes.

Mr. Stokes: Would this be the appropriate time to bring up the Ontario Northland Transportation Commission? It must come under this vote. There's no money in it, but you report to the Legislature for it, so wouldn't it be in this?

Hon. Mr. Carton: It's not in this. There are no moneys in our budget for it, Jack—

Mr. Stokes: That's right.

Hon. Mr. Carton: —but if you want to bring it up, bring it up under this vote. I wonder if we could leave it until the end of this vote, if we can get through the others—if you're going to be available—and then do the ONTC.

Mr. Stokes: Okay. All right. I have three other matters I want to bring up under policy and development. And the first one is by way of a pat on the back for this ministry for the action it took on filing an intervention before the Interstate Commerce Commission on behalf of the pulp and paper industry in the Province of Ontario, when the industry itself was remiss in not doing so.

It's not general knowledge that you people did become involved. And I think had you not become involved, the matter would have conceivably gone through a complete hearing before the Interstate Commerce Commission without benefit of having any representation at all at the provincial level.

In the estimates of another ministry I was critical of the pulp and paper industry for not taking a much more active part in hearings and deliberations that had a profound effect on it. So, before I get into other matters, I would like to congratulate this ministry for taking the initiative in providing a presence for such an important industry in On-

tario before hearings of the Interstate Commerce Commission.

Could you tell me the results of the hearing in the application of the Prince Albert mill? I understand that you have two others now where the industry has belatedly become involved as a result of an application by the pulp and paper producers in northern Quebec. But before I get into two other things, I would like to know where those two interventions are at at the present time.

Hon. Mr. Carton: On the other two, Mr. Stokes, you gave us the good news; on the Prince Albert application it's the bad news—we lost.

Mr. Stokes: In other words, what you're saying is—

Mr. Singer: The good thing is you tried.

Hon. Mr. Carton: Yes, we tried.

Mr. Stokes: Well, I can only conclude then that the Saskatchewan government was much more effective before the Interstate Commerce Commission than this government was. Because I understand that the Saskatchewan government assisted the industry in that application before the commission in getting a reduction in freight rates into the mid-western United States. And I am wondering how you managed collectively to lose it?

Hon. Mr. Carton: You have got to work at it, Jack.

Mr. K. Foley (Executive Co-ordinator, Urban Transit): The situation was that it wasn't just the—

Mr. Chairman: Excuse me, can the recording people pick him up? Would you identify yourself, please?

Mr. Foley: Mr. Foley. The situation was that the Prince Albert Pulp and Paper Co.'s case was not only promoted by the Saskatchewan government but by a number of western mills and a number of US mills as well, because it wasn't a Canadian case as such. It was an international case. In other words, the rates that were involved were international rates.

So we lost out, because in effect we were an intervener not an applicant. We couldn't lose it in the strict sense, but the rates that came out of it were slightly more favourable to the western producers than they were to the mills in northwestern Ontario. And the two applications that you mentioned subsequent to that, one of them is an international

case and one is a domestic case. They are considering from the Lakehead east and the rates that apply to that. So there might be some capability to readjust and get back some of the losses, but not the total. In other words, we will be slightly worse off, in terms of freight rates in northwestern Ontario than we were before that case.

Mr. Stokes: All right. Now, generally speaking, and in view of, or because of, the remarks made by the Premier about some assistance for users of the facilities under the jurisdiction of the Ontario Northland Transportation Commission, what kind of representations have you made or will you be making to the Canadian Transport Commission for much more favourable rates for shippers and consignees in northern Ontario?

Mr. Foley: If I may, sir, the situation is this: the Ontario government really acts as an intervener in support of our mills. The mill must bring a case of prejudicial judgement of some kind, and, until it does, we cannot initiate a case that they have been prejudiced. And we have worked with the mills both in northwestern and northeastern Ontario, particularly the mills in Iroquois Falls, Kapuskasing and Smooth Rock Falls, to determine whether or not in our judgement they have a case; that their rates are prejudicial to the public interest. But they must file the complaint and then we can either support or intervene on their behalf.

Mr. Stokes: These particular industries or mills can cry all they want to you people as a ministry and to us as elected members, but unless they initiate the proceedings there is nothing you can do?

Mr. Foley: That's right.

Mr. Stokes: I'm glad you have cleared that up for me.

The statement was made generally by the Premier that the whole freight rate structure mitigates against any kind of secondary industry in northern Ontario. Because you are trying to promote economic development in slow-growth areas, is there anything that you propose to do on behalf of not just individual companies and their applications but to prevail upon the federal authorities for a complete review of all the rates as they pertain to northern Ontario, particularly in those areas where you are not a carrier and have very little to say about it other than to file a general intervention or call for a study of these rates?

The Premier, when he made his statement in North Bay, made an excellent case of the sawmill industry, particularly around Hearst. He pointed out that it was cheaper for mills in the Maritimes to ship to a market out in Seattle than it was for a producer in Hearst to ship to the same market. I brought to the attention of the House a situation in which it was actually just as cheap to ship from interior BC to the Atlantic provinces as it was to ship from interior BC to Thunder Bay, which is about 1,500 miles closer to the source of the product itself.

These are cases in which no one individual company would likely have much success in making an application. It would be a situation in which a group of municipalities would have very little success. It seems to me it would be a role for your ministry, with the expertise that you do have, calling for a complete inquiry into the overall freight rate structure and how it mitigates against the kind of development that we hope for in northern Ontario generally.

Hon. Mr. Carton: Mr. Stokes, I will have Mr. Bidell or Mr. Foley enlarge on it but there is a study going on now which I understand will be prepared or completed preparation in about two months' time.

In the meantime, I can assure you that every time I meet with the federal minister—and I am hopeful of meeting again on the 16th of this month—there are what I would call recurring problems. Well, they are not recurring problems; they are problems that are always with us and this is one of them. I happen to know that particularly after the ONTC reduction in freight rates, there was great pressure put on by many of the federal Members of Parliament to the Minister of Transport in Ottawa. Basically, I don't think they have had any success.

One of the difficulties as far as our problem is concerned, I understand, is getting full disclosure of the costs. It is a very intricate problem when you start getting into freight rate studies.

I think the only way I can equate it in my limited personal knowledge is to say that it is almost comparable to the situation where we are intervening to stop a rate increase for Bell Canada: a carload of material comes to the ministry, and it would take a firm of Philadelphia lawyers plus economists five years to wade through it. That's one of the difficulties.

To be quite candid with you, I think that pressures have to be brought on the federal government; but again, you see, you are not

getting all the provinces united in this, because some are beneficiaries and some are the losers.

Mr. Stokes: Well, where do you begin? For instance, when I brought that particular situation to the attention of the then federal Minister of Transport—I think it was Mr. Jamieson at the time—I pointed out to him that it was cheaper to ship from the west coast to the east coast by rail than it was to ship from the west coast to mid-Canada. He said it had something to do with the car-load lots through the Panama Canal.

Hon. Mr. Carton: No, I don't think that's so. Kirk, go ahead.

Mr. Foley: Mr. Stokes, the real question that we have to deal with is whether we are talking about prices or costs. What you just quoted was a price differential. It may or may not have any impact on cost differentials. In other words, the difference may not be reflected in costs; it may only be a reflection of the way in which railway pricing is done.

Until such time as railway costs can be disclosed—and you have to have an order of the Canadian Transport Commission now to have those disclosed—you can't really tell whether or not the price is marked up considerably above cost.

What he was saying to you is that the price that's charged for moving goods from central Canada to the western provinces by the Panama Canal is less than the price that is charged by the railway. But it may or may not have any reflection on costs. So what we have to start with is comparisons of prices, and then generalized costs from various statistics. But we don't have disclosure of precise railway costs. And I think that's the first element, to have some cost disclosure.

Mr. Stokes: Couldn't you make a comparison of costs per ton-mile, because of your experience with, say, the ONTC?

Mr. Foley: Yes, but the problem is that you get a great deal of variances depending upon the grade you are climbing. In other words, the cost of a ton-mile in the Rockies is quite different than in the Prairies; it is quite different than in northern Ontario; and it is quite different than in southern Ontario.

There are also the questions of volumes; the types of cars you are operating; maintenance costs in terms of where in the country you are doing maintenance; the volume of the shops; and so on.

Two years ago, we and all the other provinces spent some six months on a costing inquiry with the federal government and asked at that time for the costs to be disclosed. People have spent their lives studying these; and until you get actual numbers you can only make certain generalizations. You could be 20 per cent out in those kinds of statistical generalizations because of the variations right across the country. So our real problem is cost disclosure.

Mr. Stokes: Nevertheless, when you go back to 1898, I believe, when the Crow's Nest Pass agreement came into effect, those rates for grain from the Prairies to the west coast really haven't changed in this century.

Mr. Foley: Yes, but those are statutory rates; they are dictated by statute, not by any railway economics.

Mr. Stokes: That's right, but I suspect there are certain areas of this country that are subsidizing statutory arrangements that were entered into at the turn of the century. I think that only if you demand complete disclosure and a rationalization of rates right across the country, can we in northern Ontario begin to be able to state our case in the right places so that it will have the desired effect.

The minister said you are about two months away from completing—

Hon. Mr. Carton: It is in the Treasurer's ministry actually, and it will be done in two months.

Mr. Spence: Mr. Chairman, we have that in southern Ontario, too. You can ship cheaper to the east than you can back to the west, I'm afraid. It is cheaper paying taxes and importing from the United States than to have it shipped back here from Toronto.

Mr. Stokes: I would like to make a point, and it is a specific point that I would like to make. I'm glad Mr. Jessiman is here because he has taken a very active role, I think in the deliberations that are now underway.

The point I want to make is the likelihood of the biggest industrial undertaking getting under way in northwestern Ontario, if all things are able to go as anticipated. One of the largest factors that will inhibit this company, which is Steep Rock Iron Mines, is the cost of moving concentrates from the mine site down to the railhead. I'm told by the president of that company, Mr. Jones, that he wasn't too happy and wasn't too pleased

about any negotiations he had with the Canadian National Railways which would be the closest common carrier to what would be a point of interchange with the CNR at Savant Lake.

The rates quoted were so high that they are even considering building a pipeline, which serves no other purpose than to move sludge which contains the concentrate down somewhere close to the railhead, where it would be further processed for shipment elsewhere. When you have a captive carrier—a captive shipper, I suppose, would be the proper terminology—you have no idea about how this can hold up a large undertaking like this where they are going to be moving huge volumes. It inhibits their ability to get the kind of capital that is going to be required to get the thing under way.

I suppose this more appropriately comes under the ONTC, but I am wondering have you become involved in any of these negotiations or do you leave it up to the private sector and allow them to make the best deal possible? If it falls through, so what? You put it up to experience.

When they are negotiating actively with literally dozens of people and dozens of government agencies at the federal and provincial levels, do you become involved, to grease the rails for them, so to speak, and assist them to get an undertaking of this magnitude on the way?

Hon. Mr. Carton: This is part of the study that is being done. As far as negotiations by the ONTC go, Mr. Jessiman can probably answer. Direct negotiations are what you are talking about.

Mr. Jessiman: We are examining it, Mr. Minister. We have some of our own engineers looking at the possibility or feasibility of any way we could possibly assist. It will take several weeks or months before we are aware of what is involved in dollars. But we are interested and we are looking at it at the present time.

Mr. Stokes: Just the fact that you are looking at it will make the CNR look up and say, "Well, all right, in fact, there is a possibility of a competitor, and we had better pull up our socks." I'm happy to hear that you are doing that.

With regard to general overall policy, I wonder if you are considering taking all of the roads in the Province of Ontario under your wing. As you well know, there are about three different agencies or branches of existing ministries that do have jurisdictions paral-

lel to your own. When you have one road where there are three jurisdictions, you will have what amounts to an agreement with somebody who operates an industrial road. Then there is a section of it that comes within your responsibility totally. Then you have another section of the same road where the funds come from the NORT committee. But you people have an overall surveillance of what takes place.

Mr. Chairman: Mr. Stokes, I was just discussing this item with the minister. We feel it would more appropriately come under vote 2202, item 6.

Hon. Mr. Carton: It is specific there, but I have no objection to getting into it now.

Mr. Stokes: No, well all right; I don't want to upset your applecart. If that's where you want me to raise it, that's where I'll raise it.

Hon. Mr. Carton: Will you keep it in mind?

Mr. Stokes: Surely.

Mr. Chairman: Mr. Jessiman.

Mr. Jessiman: Mr. Minister, has your research department recommended to you regulations that we cover all dump truck loads in Ontario and save maybe about 100 windshields a day, in one form or another? This would have to come under research, because I am sure that your ministry must have been looking after it the last 20 years; and surely you must be coming up with something.

Hon. Mr. Carton: There was legislation passed last June to enable us to do this. We are drawing the regulations now. Rather than taking all trucks holus bolus, we have zeroed in on two or three types—one being gravel trucks and one being garbage trucks. We are presently drawing regulations relating to those two, and the industry is working with us on that.

Mr. Jessiman: I am pleased; will we be having the regulations shortly?

Hon. Mr. Carton: Very shortly.

Mr. Jessiman: I am sure that you are very well aware of this next item. I am sure that your people must be working on a safety standard for pup trailers—and I refer you especially to the northwest. I think they have more expertise in this regard in their multiple pup trailers and the hauling of wood resource products, full-length and 8-ft length. I think the type of safety programme they have developed over the years is much superior to what is being accepted in this part of Ontario.

Hon. Mr. Carton: This does come under policy, but because of the importance of the pup trailer problem—and you know my concerns and thoughts about it personally—I wonder if we can leave it and I'll ask Mr. Humphries to give us a full report on exactly what we are doing in this because we are working with the industry on it. We are having a study made presently and because of the members' interest in pup trailers, I would like to have him give you a full report.

Mr. Jessiman: I'd like to hear it; and I'm sure that Mr. Stokes would like to hear it too.

Mr. L. Braithwaite (Etobicoke): When would that be?

Hon. Mr. Carton: It's one of the last votes; I know you are interested in it.

Mr. Chairman: Vote 2205.

Hon. Mr. Carton: It would be under highway safety.

Mr. Braithwaite: Could I just ask a specific question in that area of research?

Mr. Chairman: Policy development and research.

Mr. Braithwaite: I got a letter from an associate professor—

Mr. Chairman: Well, excuse me—

Mr. Braithwaite: I just wanted to ask a question.

Mr. Chairman: Oh, I'm sorry.

Mr. Braithwaite: Well, just before he gets off the same point, I just want to ask about pup trailers.

Mr. Chairman: Well, we are going to deal with it in 2205.

Mr. Braithwaite: No, no. This is on particular research. I think this is what we are talking about right now.

Mr. Stokes: Research of the pup trailers?

Mr. Braithwaite: Yes, sir.

Mr. Chairman: Go ahead.

Mr. Braithwaite: Just a question. An associate professor at the University of Toronto, Miles A. Townsend, tells me that he has discussed the problem with the technical council of the ATA of Ontario and with Mr. John Wishart, its co-ordinator. He has written to see what can be done about getting the assistance of the ministry in a research pro-

gramme which he is undertaking; I believe the minister may know about it. The title is "Design and Performance of Multiple Trailer Vehicle Systems." I won't go into details, but I wonder if the minister is aware of this project? What is being done about it? Is there someone in your ministry who can tell me?

Hon. Mr. Carton: I personally am not aware of it, but I am sure Mr. Humphries is. I think perhaps what they are looking for is not only co-operation from the ministry, which they would get, but I think more specifically they are probably looking for funds to underwrite that particular study.

Mr. Braithwaite: Mr. Humphries will be discussing that later, will he?

Hon. Mr. Carton: Yes, and I would appreciate a photostat of that letter.

Mr. Braithwaite: All right, I'll handle it.

Hon. Mr. Carton: This is exactly what we are trying to do. There is no point in going off on tangents.

Mr. Braithwaite: No, no. That's all I wanted to know. That's right. I'll get it photostated after supper and get it to you.

Mr. Chairman: Mr. Ferrier.

Mr. W. Ferrier (Cochrane South): Yes, Mr. Chairman, last spring the government had a report completed for it by Mr. Foley on transportation in northern Ontario, and on the basis of that report some action was forthcoming.

A number of municipal politicians in the northeast did have access to that report but for some reason or other those of us in the Legislature have never had a chance to see it.

I think if you are going to let some municipal politicians—and I could name their names—have inside knowledge as to what is going on here I think it is reasonable to expect that the members of the Legislature should have a chance to look at it, too, evaluate it and perhaps debate it with you. You have said in the past that you would table it or you would let us have it but that is always tomorrow and tomorrow and tomorrow. I would like to have a chance to see it before too long.

Mr. Stokes: The minister is still studying it.

Mr. Ferrier: Now are you going to make it available to us?

Hon. Mr. Carton: Your point is well taken. First of all, I would like to correct the im-

pression that any politicians in the north-eastern part of the province had access to it. They didn't.

Mr. Ferrier: Well, they saw some of it.

Hon. Mr. Carton: They did not. No, they did not. I recall the meeting. As a matter of fact, they came down to my office, to the boardroom one day; this is the action group that you are talking about now? They were in my boardroom quite frequently. On that occasion I told them I could not let them see the report for the very reason that you mentioned, that when it was tabled, it would be tabled in the Legislature first.

I did promise them that as a result of that report there would be some action taken by this government relative to freight rate reductions. Now my understanding—and I will ask Mr. Foley to enlarge upon it—my understanding of the difficulty is simply this: that the Foley report—and I kid him and call it the folly report—is one that has been ongoing. It is now two volumes?

Mr. McNab: Yes, or more.

Mr. R. Haggerty (Welland South): Sounds like the folly report.

Hon. Mr. Carton: Or more; it is a case of it not having been fully completed. It is an ongoing report relative to this because every time you get into freight rate problems, for example, you just don't capsule-comment it in one report. You get into the secondary industries; you get into the various resource industries and everybody wants to have an input into it. Everybody wants their particular problem resolved. Kirk, if you can enlarge on that?

Mr. Foley: I think, sir, the only thing that could be said would be that the report on freight rates could go on continually as long as there are changes in freight rates and volumes change continually and development changes continually. What has happened here, though, is that there are a number of things which have come out of that report which have been implemented, such as freight rate reductions and so on. To that extent it has been made available.

Mr. Ferrier: One of the things that came out of that report was that the ONR gives preferential rates on certain commodities between North Bay and the communities on its line. As I understand it, Star Transfer, from Timmins and those places right through to Toronto, gave different rates, better rates,

than normally were available on other carriers.

It was brought out at a meeting of the north-eastern municipal association that there was a great deal of pressure being put on the government or on somebody—and I presume it was the government and you and your ministry—by the trucking association to try to get the lower rates which Star Transfer was providing for shippers taken off so that it would have to have the same rates as everybody else.

I know Rene Piché was quite alarmed at the kind of pressure apparently being put on, and called upon all of us in the northeast to exert a counter-pressure so that the rates that Star was able to give would, in fact, be preserved and passed on to us.

I would think that if you gave in to any other kind of lobby or pressure you would undo much of the good you had done by the programme which came out of the study that was made. I don't know what the situation is but if what he says is correct then I, as one of the members for that area, would like to say don't give in to the lobby which is apparently trying to undo what decisions and what good you have already done.

Hon. Mr. Carton: I think it is in reverse, unless I am mistaken. I think what has, in fact, happened—and I suppose one can understand it—if you are a competitor of Star Transfer in the private sector and you have pioneered a trucking industry in that particular corridor that Star serves, then the pressure that they are bringing is not that Star should have to increase its price compatible with the private sector. Incidentally, I have had the companies involved, and there are very few, submit their financial statements to our ministry for examination and analysis. But what they are saying is that because we are in competition with Star, because we are in the private sector, because we have pioneered and struggled along serving the north over the years, we don't think it fair that the government should subsidize Star Transfer to the detriment of its competitors.

And personally, I feel that way. If we are going to subsidize Star then we should have a look at, not raising Star's prices to the level of private competitors, but reducing the private competitors' prices so they can compete with Star.

Mr. Ferrier: Subsidizing them.

Hon. Mr. Carton: Yes, subsidizing them to that effect.

But I pointed out to them that I would have to have their financial statements for examination. I would want to know the dollars involved. It is only, you know, a question of the three months or whatever is the duration of this experiment before we get into other aspects.

But that is what it is. It is not pressure to have Star rates raised, it is pressure to have the private sector given the same subsidy because they are taxpayers, and they are in competition.

One or two of them have brought in their financial statements. They must be analysed, because you just don't take a net loss and say it was a net loss; you have to see whether there was in fact a loss or whether that is just a figure on the books. So we are having a look at that and this will be going to policy field.

Mr. Stokes: Well, the chairman of ONTC, when this was common talk, was suggesting that maybe it would take over those carriers—

Hon. Mr. Carton: That was one thought, perhaps—

Mr. Stokes: —and there was a kite flown here a little while ago saying, "we are interested." Even to the extent that it got into northwestern Ontario and there was a rumour rife up there that you were going to take over Lakehead Freightways. It was denied categorically—

Hon. Mr. Carton: Well, the chairman is very innovative and I think it takes a very aggressive—you just don't blind yourself to all the possibilities, you examine them all. And I just want to reassure you, Bill, it is not a case of raising Star's rates to meet the others, it is a case of making sure that the private sector is not bankrupted through—and there are some very small ones involved. They are not many, maybe one or two—

Mr. Haggerty: Has the minister—

Mr. Ferrier: As long as the consumers and the businesses of the northeast are still going to benefit by your programme—

Hon. Mr. Carton: Of course they are.

Mr. Ferrier: —this is the major thing.

Hon. Mr. Carton: That's right.

Mr. Ferrier: And I think Star is probably strong enough that it will withstand what competition comes along from these other carriers.

Hon. Mr. Carton: Right.

Mr. Ferrier: So if this is what it is then I'm glad we had this clarification.

Hon. Mr. Carton: That's right, Bill. It is—

Mr. Ferrier: And as long as the consumers are okay, that's fine.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Thank you, Mr. Chairman. This is rather a large vote. It is about \$7 million or \$8 million extra that's required. Could the minister tell me what research has been done on the auto pollution of those particular areas of the Burlington Skyway and the St. Catharines overpass? I believe one of the reasons that the Minister of Revenue (Mr. Grossman) had suggested for removal of the tolls was the pollution; contamination of the air.

Hon. Mr. Carton: What was this? I'm sorry.

Mr. Haggerty: Pardon?

Hon. Mr. Carton: I'm sorry, what was it?

Mr. Haggerty: This was to do with some of the reasons for removing tolls on these two overpasses. I'm talking about the pollution—this comes under research.

Hon. Mr. Carton: Yes, but pollution would be under the air management branch of the Ministry of the Environment. It wouldn't be under my ministry.

Mr. Haggerty: Well, who—

Hon. Mr. Carton: Auto pollution.

Mr. Haggerty: Auto pollution. But surely you should have some report on it from his department. This was questioned in his estimates.

Hon. Mr. Carton: As a matter of fact—

Mr. Haggerty: If I can recall he said, "It is a matter that comes under the MTC."

Interjections by hon. members.

Mr. Haggerty: You are working on it though?

Hon. Mr. Carton: We are working on it, disappointingly, and—

Mr. Haggerty: And you're smiling when you say that.

Mr. Singer: Are those barriers on the northerly part of the Don Valley Parkway, from Eglinton north, yours or Metro's?

Hon. Mr. Carton: They are Metro's and have the same effect—

Mr. Singer: They have tried three or four kinds there. I have been watching them. They are not reducing noise very much.

Hon. Mr. Carton: We are building, as a demonstration project right now—we never say die—

Mr. Singer: Oh, I know that.

Hon. Mr. Carton: —out in the east part of 401, some 8 ft.-high panel fences which will cut down the visual effect of the cars and stop the dirt and salt and everything from coming into the backyards. We can do that, and are doing that, but it really isn't getting to the root of the problem.

Mr. Haggerty: Concerning the matter of research that you are going to be doing into this overhead train you are talking about down at the Canadian National Exhibition, what research have you done on the noise pollution that will arise from this type of transportation?

Hon. Mr. Carton: There is virtually no noise from this.

Mr. Haggerty: There is no noise?

Hon. Mr. Carton: That's one of the plus factors.

Mr. Haggerty: You are riding on air, are you?

Hon. Mr. Carton: I won't bite.

Mr. Haggerty: You're going to have some connection there with steel, aren't you?

Hon. Mr. Carton: No. No. It is magnetic levitation. There is no friction at all.

Mr. Haggerty: No friction at all?

Hon. Mr. Carton: No friction at all.

Mr. Haggerty: There will be no whistling sounds or anything like that, whistling by?

Mr. Maeck: Just the odd horn.

Mr. Haggerty: Yes, the odd horn or something like that.

Mr. Ruston: What speed do you intend to allow these trains to travel at? Thirty to 40 mph?

Hon. Mr. Carton: Around that. Up to 50.

Mr. Ruston: Are these being used now in Germany?

Hon. Mr. Carton: No, not this system.

Mr. Chairman: Mr. Haggerty, have you completed?

Mr. Haggerty: Well, I was following the matter of pollution.

Mr. Chairman: Mr. Haggerty has the floor.

Mr. Haggerty: But apparently there is very little recent research. I suppose the department is continuing the research on this type of travel. Is not this type of system operating in Japan now?

Hon. Mr. Carton: Mr. McNab just got back from Japan.

Mr. McNab: No. As a matter of fact, the Japanese government made a decision earlier this year that—insofar as intercity commuter trains such as the Tokaido line between Osaka and Tokyo are concerned—they will not construct or design any wheel-on-steel systems. The system that they are developing now—and they are not as far advanced as we are—is the magnetic levitation and linear induction motor. These are precisely the two basic principles that we have adopted. If you would read the last issue of Reader's Digest, it covers this quite nicely on the train of the future.

Mr. Haggerty: Whose patent would this be—the Province of Ontario's?

Mr. McNab: No, not necessarily.

Mr. Haggerty: Not necessarily? Why not, if we are spending this amount of money on it? You are developing the programme and you must be on a witch hunt so there must be some patent come out of this.

Mr. McNab: They will develop their own. It is the same basic principle.

Mr. Haggerty: Yes, but I thought this was a joint effort between the Province of Ontario and the firm in Germany.

Mr. McNab: That's right.

Mr. Haggerty: Well, surely the province should have a share in the patent, shouldn't it?

Mr. McNab: It is in different territory. If I may make a comparison, Ford didn't get all the licence rights to every other car even

though they all used the internal combustion engine.

Mr. Haggerty: No, but the department is experimenting with the Province of Ontario's money on this programme, right?

Mr. McNab: That's right.

Mr. Haggerty: So the province should have some interest in it.

Mr. McNab: We have.

Hon. Mr. Carton: We do. We have all the rights for Canada, and 10 or 15 per cent of the United States market.

Mr. McNab: And if they want to utilize any of the patents and licences that will be held by the Province of Ontario—is this not correct? Mr. Foley is shaking his head.

Mr. Foley: The difference here is that you are talking about a high-speed intercity line. Our patent rights relate to an urban transit system. They relate to territories in north, south and central America, and on favoured-nation basis in the rest of the world—for urban transit systems.

Mr. Haggerty: Yes, but this is a new design in the field of transportation, and it is a joint effort with a German firm, right?

Mr. Foley: That's right.

Mr. Haggerty: So we have an investment in it.

Mr. Foley: That's right.

Mr. Haggerty: So I am saying that if patents come out of this and somebody gets the rights to develop it in some other country, shouldn't some protection be provided so that the Province of Ontario gets a share of that?

Mr. Foley: It is.

Mr. McNab: If they are into our patents or licenses.

Mr. O. F. Villeneuve (Glengarry): Smart government.

Mr. W. Newman: Carried.

Mr. Singer: No, no.

Mr. Chairman: Was the question answered, Mr. Haggerty?

Mr. Haggerty: Yes. It was "no" at first, but "yes" now. So I guess I can just go

along with that. We will have to read the answers.

Mr. Chairman: It pays to persevere.

Mr. Haggerty: Thank you, Mr. Chairman.

Mr. Chairman: Mr. Stokes?

Mr. Stokes: Yes, I am told the only place I can talk about airstrip development is under this vote.

Hon. Mr. Carton: No.

Mr. Stokes: I couldn't find it.

Hon. Mr. Carton: Construction services.

Mr. Stokes: Where?

Mr. Chairman: Vote 2203, item 5.

Mr. Stokes: Five, eh?

An hon. member: Now make up your mind.

Mr. Chairman: Item 1. Are you going to make a note of that, Mr. Stokes, along with your other one? Mr. Germa is next.

Mr. Germa: I would like to get back to the noise problems Mr. Haggerty was talking about. In its research, has your ministry thought about doing anything about sound-proofing a house? Would that be a legitimate thing for the department to look into?

Hon. Mr. Carton: Yes, this is a possibility. But the expense involved in soundproofing the houses concerned is quite considerable, and, I'm told, because this is one of my personal matters of attention, and particularly because Highway 401 goes through a favourite part of my area. Legally, we don't have the right to spend funds to air condition or soundproof houses.

Mr. Haggerty: Now that's typical. There's lots to be done around here—let's get down to the facts. The Minister of Revenue said that there was a problem there, and I'm sure if somebody wants to have a letter there stating what the health hazards are at this particular site I can get one. Of course, we can come back at the bridges the Province of Ontario has under its control on the Niagara frontier. I'm thinking of one at Lewiston, one at Niagara Falls. I think this is under your authority. The one at the Peace Bridge is not under your authority but still there are persons involved in that type of operation where there is concern about pollution from automobiles.

Hon. Mr. Carton: I am sorry, it still comes under the air management branch of the Ministry of the Environment.

Mr. Haggerty: So it is a lost cause here too then, isn't it?

Hon. Mr. Carton: It is not a lost cause. I don't know what he told you, but as far as this ministry is concerned we do not do research into auto pollution.

Mr. Haggerty: You don't?

Hon. Mr. Carton: No.

Mr. Haggerty: Terrible, isn't it? Yet you are allowing automobiles that have no pollution control systems at all to use our highways today, in particular the trucks. What is the reason for this? You come along and tell the average car owner that he has to have this type of control here and then we allow the trucks to come on the highways with no pollution control devices whatsoever.

Hon. Mr. Carton: Again, it's not my ministry's involvement.

Mr. Haggerty: Haven't you any policy here at all?

Hon. Mr. Carton: Not on air pollution. That is under the Ministry of the Environment, the air management branch.

Mr. Haggerty: But surely you should be concerned about the truck—

Hon. Mr. Carton: We are concerned, but they are doing it.

Mr. Haggerty: They are doing it? Aren't you concerned about the employees that you have working along your highways who have to breathe and suck in this foul air day after day? You have no concern at all?

Hon. Mr. Carton: We are concerned, but it's another ministry.

Mr. Haggerty: But surely you must have some policy on this? You are not going to allow them to continue to pollute on the highway?

Mr. Chairman: Have you completed on this, Mr. Haggerty?

Mr. Haggerty: I have not completed but I am not going to get any answers. I'm afraid I'm getting the runaround—

Mr. Chairman: Well, it isn't under this vote.

Mr. Haggerty: —from this ministry and from the Ministry of the Environment on it.

Mr. Chairman: It isn't under this vote. Have you other comments to make?

Mr. Haggerty: I want to know what research has been done. Surely he must be aware of something?

Mr. Chairman: The minister has stated that his ministry has done none.

Mr. Jessiman: Carried.

Mr. Singer: No, not carried.

Mr. Haggerty: We can't even get into the matter of noise pollution, and I'm sure this ministry has come up with some type of—

Hon. Mr. Carton: Noise pollution, we will discuss.

Mr. Haggerty: What have you come up with now? Apparently what you've had in the past has not been successful. Have you come up with any new ideas to control the noise pollution along the networks of your roads?

Hon. Mr. Carton: No and there is no jurisdiction in the world that has.

Mr. Haggerty: There isn't?

Hon. Mr. Carton: None.

Mr. Haggerty: Nothing eh?

Hon. Mr. Carton: Absolutely none. We put up a noise barrier demonstration in Mr. Braithwaite's riding and it was most disappointing.

Mr. Haggerty: It was?

Hon. Mr. Carton: The results were. We can do certain things, such as tree planting and this kind of thing, but that's psychological more than factual in its interpretation.

Mr. Haggerty: In other words, what you are telling me is, with all these needs study reports that are being carried out in the Niagara Peninsula, where you have the involvement of the local citizens and discussion of noise pollution, this will all be taken into consideration? In other words, this is going to be a whitewash then?

Hon. Mr. Carton: No, that—

Mr. Haggerty: You're telling me it's not going to be done then?

Hon. Mr. Carton: That is a different thing completely.

Mr. Haggerty: It is?

Hon. Mr. Carton: I am talking about research into noise, for example, along built-up areas on the 401, that kind of a situation, and, as I say, there isn't a jurisdiction in the world that has come to grips with this. Not one.

Mr. Germa: I'm not suggesting that you would go out and soundproof people's houses, but I think you should get a house and do some research on it, so you could set a pattern for—

Hon. Mr. Carton: Yes, I agree with you.

Mr. Germa: Have you not done anything like this?

Mr. McNab: We haven't done this, but a fair bit of research has gone into buildings close to airports and expressways—commercial hotels and this type of thing. There's quite a bit of research that we can fall back on. In other words, it has been done by other jurisdictions and companies.

Hon. Mr. Carton: The difficulty, frankly, Mr. Germa, and it's hard to comprehend this, but it's a fact, even today they are building \$75,000 homes on Highway 401. People just—

Mr. Haggerty: No other choice.

Hon. Mr. Carton: Oh, yes, there's lots of choice. But people pay that money and buy them, and we know that a year later they're going to be complaining about the noise on the 401. I don't know how the real estate men sell them, but they do.

Mr. Haggerty: Looks good from the front.

Hon. Mr. Carton: As a matter of fact, I do know. In some cases I get calls from potential purchasers saying: "I understand you're going to put up a noise barrier. I have been told that by the real estate firms. Are you?" I have to inform them, no. So I guess a sale falls through.

Mr. McNab: Another good point, sir, in respect to this, is that you can air condition and insulate houses against noise, but you can't do the same thing for their property surrounding them for outdoor living. If people want to confine themselves to their houses, they can be pretty well free of noise.

Mr. Germa: Is vibration now also being investigated, or is that included in the contract? Vibration seems to be a problem for

houses in close proximity to roads that carry heavy vehicles.

Mr. McNab: We've had very little flak, if I may say so, as far as vibration itself is concerned. There has been quite a bit of course on the—

Mr. Singer: You've heard of the complaints from Downsview that I write to you about every third week.

Mr. McNab: Not for the vibrations, sir.

Hon. Mr. Carton: Yes, there was a letter—

Mr. Singer: Oh, yes, Mr. Carton knows all about that.

Hon. Mr. Carton: I know.

Mr. McNab: I was protected from that. I didn't get that.

Mr. Singer: Oh.

Hon. Mr. Carton: I take all the dirt.

Mr. Singer: I will gladly take you out and you will see the complainers don't think very much of you people.

Mr. Chairman: Mr. Germa.

Mr. Germa: Mr. Chairman, I think if I heard the minister rightly, he stated that he had spent \$3 million already on the Ontario Transportation Development Corp.—

Hon. Mr. Carton: No. That was on the new mode. Not on OTDC—

Mr. Germa: Is that not being developed by Ontario Development—

Hon. Mr. Carton: It will have separate contracts and separate dealings, but the OTDC will have its overall eye on the new mode. The \$3 million is what has been spent for the new mode itself.

Mr. Germa: Could you give me a rough outline of what you spent the \$3 million on?

Hon. Mr. Carton: Yes.

Mr. Foley: Very little of it has been spent for site clearance, and so on, at the CNE, but at the present time there is procurement of computers, materials, linear motors, inverters, and power control equipment in Europe, that's being assembled there in vehicles. Our contract calls for progress payments on manufacturing.

To date, German work, up to September, 1973, amounted to \$2,631,000. In other words, this is for advance payments, or progress payments, on work done on the vehicles and the various subassemblies now being manufactured there. We're just now moving into site clearance at the CNE and a small amount of money has been spent on that.

Mr. Germa: Is the car you're going to use designed and developed to the ultimate stage that you are installing equipment?

Mr. Foley: The vehicle itself is a set of various subcomponents, such as the propulsion system, so when you talk of installing equipment, you're building a car shell. You're building a propulsion unit and the magnet suspension systems and you're assembling that into the car. It is the vehicle.

Mr. Germa: Yes, but do you have the vehicle?

Mr. Foley: The vehicle is designed and various design freezes take place as you go through this development stage. As that takes place you procure the materials that are necessary to bring together to meet your final date. In ordering those, such as the computers for the command and control system, the contract calls for various progress payments—once those are ordered and once they're delivered and more when they are tested and so on. To the extent that work is going on, there is roughly \$2.6 million worth of items that have been procured or assembled, as well as some payments for design work.

Mr. Germa: I understand the projected cost of the car was \$120,000. I wondered if this is the time when you want to make a change in your projected cost per car?

Mr. Foley: I don't think so. Let me just check.

Mr. Germa: I have the feeling that there was some hidden cost there that came to light after the original projected price.

Mr. Foley: Sir, there are several subcomponents in the car and some of them have changed upward and some have changed downward but I don't think we will be any more than four or five per cent out in our estimate on that figure now. I don't know exactly what the price—I know what the price to us will be on the TDS because that's a contracted price. I am making estimates about what the manufacturing price

will be not when you're producing 15 units but when you're producing 50, 100, 150 and 200 units. In 1977, I'm not competent to say that that figure won't increase along with a number of other things in material prices and so on, but our estimates at this point in time or on a production model, are that we won't be far off that.

Mr. Germa: This is the point I'm trying to make. On your TDS you're protected, you said, by the contractor. They're going to supply it and if they suffer a loss, they're going to absorb it. We have to relate this to when we go in for production models, if it goes that far; we've got to have some accurate figures on which to base our projections. That's why I was wondering is Krauss-Maffei supplying this \$120,000 car at a loss just for the TDS because they have signed a contract to that effect? That's our protection now but I'm talking about further costs when we go into—

Mr. Foley: The cost of the system is based on production model figures and that is a figure which changes depending upon the numbers of vehicles you're going to produce at any point in time. It will change to some extent and we expect to get a number of efficiencies on redesigned—on third, fourth and fifth generations of various components.

The cost of the system is being estimated at \$12 million to \$13 million a mile at the present time on a production basis. That's our estimate. It's an estimate that we put together using the expertise of the Ministry of Industry and Tourism and various people involved in the manufacture of components. A good number of the components are off-the-shelf components but I can tell you that copper prices for any system have increased vastly in the last two years so I can't say that in 1976 it will be that figure precisely. We can say that our estimates are \$12 million to \$13 million a mile based on production costs of the system.

You can set up a whole set of scenarios that will change that cost. You can put stations at every 150 ft and it will change those. You can get different vehicle densities and it will change those but our average cost per mile is \$12 million to \$13 million, on an operating revenue system based on production costs.

Mr. Germa: How many passengers an hour would that \$12 million to \$13 million cover?

Mr. Foley: That will handle 20,000 passengers per hour in a given direction.

Mr. Germa: How many cars per mile are you going to need to carry 20,000 people per hour?

Mr. Foley: I think our average is—and I will get this figure for you—59 cars per mile of track.

Mr. Germa: Is that the 20-passenger car or the 30-passenger car?

Mr. Foley: Well, it is the car we are now talking about.

Mr. Germa: I understand there are two different cars being developed. There is this TDS car, which I understand is 20.

Mr. Foley: Yes.

Mr. Germa: Now what about the Scarborough car or the Finch line car?

Mr. Foley: We are presently talking about a car of a crush-loading capacity of 30 passengers in these estimates of \$12 million to \$13 million per mile.

Mr. Germa: Now, I understand there has been some reconsideration of operating costs. I recall asking the minister about the power consumption of this vehicle when it was first envisaged, and he assured me that there was not going to be any increased power cost. Now information has been put forward recently that power costs could be four to eight times greater per passenger than a subway can operate at. How do you comment on that?

Mr. Foley: The current figures—and I have to come back and stress that these are current figures in the sense that we are in the design stage, and we expect to go through a number of alternatives as to how we will meet the power control requirements, the acceleration and so on. They change totally depending upon whether you locate stations closer together, whether you are talking about peak load consumption and whether you are talking about high-density traffic or low-density traffic.

The figures at this point for subways are ranged from 0.2 to 0.5 kilowatt-hours per passenger. The range for this system is 0.4 to 0.5 kilowatt-hours per passenger. The automobile roughly is about 2 to 5 kilowatt-hours per passenger—and those are equivalents because you have to start converting from fossil fuels to energy consumed.

Mr. Germa: I don't follow your figures—

Mr. Foley: I could give them to you again.

Mr. Germa: Even if you did, I probably wouldn't understand them. I will put the question some other way.

The linear induction motor, I understand, in an efficient motor as compared with, say, a standard motor on a subway train. The linear induction motor apparently has some deficits as well as benefits, and one of them is inefficiency. What is the efficiency factor of a linear induction motor as compared with a standard motor?

Mr. Foley: Your question was related to passenger-miles; and the problem with deciding what is efficient and what isn't is that I need a standard of comparison in terms of output, and you provided that in terms of passenger-mile. I suggest that, depending upon the way you operate this system, they are either equivalent or that the per-passenger power consumption of the subway could be 50 per cent less than this system.

Mr. Germa: What factor would cause that? Where would this efficiency come in?

Mr. Foley: I would question whether this is inefficiency in that sense. The operating costs of the system are substantially less than the subway. Power consumption as a total percentage of operating costs is very low.

The other concern I have is that I could put in a system even larger than the subway which could handle perhaps 80,000 per hour and my power consumption per passenger would be lower. But the point is, what have I got as a system? What is the final output we are talking about? Here we are talking about an intermediate-capacity system requiring lower volumes of traffic in order to give a high level of service.

I could go the opposite direction and suggest that the automobile consumes roughly five to 10 times more power than this system and is an even less dense capacity in terms of what it requires to get a unit load. So your power efficiency can be changed continually by changing the size of the vehicle and the number of people I can pack into it. Obviously if I can double the size of the vehicle, I don't double the power consumption. You can tell me I have an inefficient package, but, in effect I have a package that meets the demands for the service far better than the subway does.

If I might be permitted an analogy, it would be like operating a 747 to North Bay. The efficiency factor of that unit is very low. I would have to have everybody wait until Friday in order to take a flight.

That is the same system that we were talking about here. If I package 40,000 people together on a given system, I can get a lower power consumption. Obviously, if I've only got half of those people crammed into the same area I don't cut my power consumption in half. In your terms that would be a less efficient system, but it meets the market requirements.

Mr. Germa: Each individual car is going to be a very complex electrical vehicle.

Mr. Foley: That is right.

Mr. Germa: What about the downtime on a vehicle, the maintenance costs to keep that vehicle on the road? What percentage of standby vehicles are you going to have to keep 10 cars rolling, say? How many spares are you going to have to have?

Mr. Foley: Sir, I can't answer that question without having it built into a specific system. What I can do is provide you with the specifications that call for certain standards of reliability, which is mean time between failures. It shows in these specifications, component by component or subsystem by subsystem, what we demand as mean time between failures. This gives you the reliability factors of the system.

We know that we have very low maintenance costs. Among other things that we will be testing at the lakeshore is to ensure that we have achieved those reliability levels in terms of system performance.

Mr. Germa: How can you guarantee reliability if you have no precedent set, if you have no functioning system on which to base your figures?

Mr. Foley: All of this technology is not untried in the sense that linear motors have been developed. Various components of, say, the door controls and various other control components have been built. We know the reliability features at this point of various computers and various computer control systems.

There are areas that haven't been integrated in the system. That is one of the reasons for the test at the CNE to begin to prove up the reliability features of the system integration. In most cases these various components have had substantial work in terms of development and reliability. What we were doing is putting together a lot of components in a new system.

Mr. Germa: That is what I am wondering and worrying about. Just to keep this machine

centrally located, unattached to this rail, you need all these sensor devices all around this vehicle. You need two or three at the back and two or three at the front. Just a failure of one of those components would render that car off the track, would it not?

Mr. Foley: No, that is not necessarily true. There is substantial redundancy, as it is called, built into the systems. A lot of work has been done and is being done on what we call failure mode analysis, so that if a particular sensor at one corner of the vehicle is inoperative, that vehicle doesn't sit down; it continues to operate. There are also sets of diagnostics in the equipment that will register a failure prior to a shutdown.

This isn't particularly new or astounding work. This is work that has been going on. In the US people have been involved in reliability analysis and failure mode analysis for years. It is a rather sophisticated science.

Mr. Germa: If this is such a reliable and good system, how come Krauss-Maffei can't sell it in their own country? They are going ahead with certain experimental projects and developments over there. They are certainly not using this.

Just this morning, I heard that the European Economic Community is tying together a railway system. They are going to build 3,000 miles of new tracks for 185 mph trains on wheels. This system is absolutely untried and untested in any country.

Mr. Foley: Sir, perhaps I could tell you a little bit about what has happened in Germany. First of all, the West German government has funded this project substantially from the very beginning.

Mr. Singer: Which project?

Mr. Foley: The magnetic levitation system.

Mr. Singer: In Ontario or in Hamburg?

Mr. Foley: No, the development of the magnetic levitation system.

Mr. Singer: For use where?

Mr. Foley: For use anywhere. Three weeks ago we received notification under the contract which requires that we are notified of every other sublicence that is sold. As you know, we have no rights to the sublicences in the European Common Market and three weeks ago, Krauss-Maffei concluded an agreement with the Dutch government for the

system in Holland. There are presently a number of studies being developed in Germany for application of the system.

Mr. Singer: Now, you use the words "system," and "use" and so on. They are very technical words and I wonder if after 6 o'clock we couldn't follow that up. Those are rather loose words.

Hon. Mr. Carton: I thought you were going to carry the vote before 6.

Mr. Ruston: Too bad.

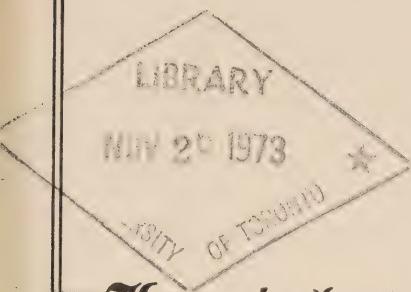
Mr. Singer: I have got a lot more to ask and I am very interested in it.

It being 6 o'clock, p.m., the committee took recess.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Monday, November 5, 1973

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
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1973



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LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, NOVEMBER 5, 1973

The committee resumed at 8:10 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

On vote 2201:

Mr. Chairman: We will call our meeting to order. When we adjourned at 6 o'clock we were on item 8, vote 2201; and we were about to hear Mr. Singer.

Mr. V. M. Singer (Downsview): Oh, okay, I didn't—

Mr. M. C. Germa (Sudbury): No, I had a bit more—

Mr. Chairman: Oh I am sorry. No, if Mr. Germa hasn't completed, Mr. Germa; I assumed you had.

Mr. Germa: I would still like to come back to these power costs, Mr. Chairman. I really wasn't convinced earlier in the meeting about the things I heard. I just wondered if someone could explain to me the power distribution system involved in bringing power to these cars.

Mr. K. Foley (Executive Co-ordinator Urban Transport): I am not sure of the detail in your question, sir, in terms of exactly—

Mr. Germa: Oh, I am looking for power losses. I am still of the opinion that we are going to have high power consumption rates here. I have not been convinced that we are not going to be faced with high consumption rates, even though you have said we won't. If I could understand the distribution system maybe I would be able to see—

Mr. Foley: Well, in very simple terms, I can attempt to tell you the feed of power; the items that use power. Principally we pick up power from a substation, feed it through the rectifier onto, in this case a dc system power rail. The pickup of power will take place on the side of the vehicle at the power collecting shoe and it then moves through

what we call a power conditioning element or subsystem—in this case a 650 kv inverter—to the linear motor and the magnets which provide suspension and propulsion through power consumption. Those are the various subsystems.

Mr. Germa: Well, that's what I suspected they were. Now you are going to bring alternating current to a substation, transform it to a lower voltage, rectify it, transmit it to the car, and transform it into alternating current again for use by the linear induction motor. You are going to move this power through three different stages. The factors change one way or the other. Either the voltage or the frequency change. Now what is the power loss when you transform this from a high voltage down to 600 volts? What kind of power losses do you have there?

Mr. Foley: Sir, in terms of the losses at each stage, I can't answer that question now. I can provide you with the answer, but I can't answer that right now. I simply don't know.

Mr. Germa: Well, maybe I can tell you. I think you are going to have a 10 per cent loss in the first transformation. Then you are going to rectify it into direct current and you are going to have another loss there. I don't know what the percentage will be. Then you are going to change it back to alternating current again and you are going to have another 10 per cent loss. In a normal transportation system, you don't have this double move. You don't have to revert to alternating current to drive the motors.

Mr. Foley: Sir, I can tell you the power consumption of the systems we gave you in comparison with the subway system. As to the power losses at each particular stage, I would have to get that information for you.

Mr. Germa: I am interested in the magnetizing current of a linear induction motor. You are going to have a two-mile-long motor. This is precisely what you will have, as I understand it. Now in order to magnetize a motor two miles long, I think there is a large magnetizing factor required. No one has ex-

plained to me how you are going to accomplish this without using more power, excessive power.

Mr. Foley: If it's power consumption—I can give the figures to you again. The power consumption under particular types of operations would be equal to what we estimate the subways are using. Under some cases of operation, the subway would be 50 per cent less.

Mr. Germa: The subway would be 50 per cent less than Krauss-Maffei.

Mr. Foley: On a per passenger basis.

Mr. Germa: Well, that's an admission there is a possibility of 50 per cent more power consumption.

Mr. Foley: Well, the numbers I gave you demonstrated that.

Mr. Germa: Your formula is beyond my comprehension. I am sorry. I mean the whole string of numbers just doesn't do it for me.

Mr. Foley: Well, they compare directly with each other. They are in kilowatt hours per passenger mile, which I understand is the form of your question, and they compare—

Mr. Germa: Okay, could you give them to me again? Kilowatt hours per passenger mile.

Mr. Foley: Yes, 0.2 to 0.5 kilowatt hours per passenger mile for the subway; 0.4 to 0.5 for the intermediate-capacity system; and 2.5 to 5.0 in equivalent power consumption for an automobile or our dial-a-bus.

Mr. Germa: Well I can understand that; I mean there is an admission there of possibly 50 per cent more power cost.

Mr. Foley: That's right.

Mr. Germa: I'll leave that part of it for now. I wonder about the Canadian content of the present construction that is going on. In our TDS contract I think we are supposed to have 70 per cent Canadian content.

Mr. Foley: That's right.

Mr. Germa: Are we accomplishing that?

Mr. Foley: I'm not sure again how to interpret that question. That contractual provision applies on the acceptance of the TDS, and at this point in time I would suggest that on a proportional basis of work to date, there is perhaps more off-shore work than there is Canadian work. I could point out that five of the linear motors are under subcontract to

Spar Aerospace, which will be Canadian content. And there is certain capability within the procurement stream in order to purchase such things as computers in Canada rather than in Germany.

The covenant applies on acceptance date, and it doesn't have to be 70 per cent, 30 per cent all the way along, because until you get the civil engineering stations, the escalators and various parts of the guideways—the reaction rail and so on—obviously there will be more foreign content than Canadian content. But then as you begin to proceed with the civil engineering and the rail assemblies, that will catch up and equal the 70 per cent. We are fairly confident they are on target now to achieve that number.

Mr. Germa: So most of the car, then, will be foreign content and most of the civil engineering will be Canadian content?

Mr. Foley: No. As I pointed out, five of the 15 linear motors are now under subcontract to Spar Aerospace, and that is the car. That is on the vehicle.

Mr. Germa: What about the computer—where is it coming from?

Mr. Foley: I'm not sure. I don't know at this point in time that the procurement order for the computer has gone out; but those are standard off-the-shelf type of components and they can be purchased in Canada. In fact to some extent the foreign exchange has been working in our favour, in that it is making it cheaper to buy certain components in Canada than off-shore.

Mr. Germa: I wonder if I could ask the minister if introduction of this into the city of Toronto, if we go that far, is in conflict with the TTC projections of what they want to do?

Hon. G. R. Carton (Minister of Transportation and Communications): No. I think you will recall, Mr. Germa, that as far as not only the TTC are concerned, as far as any municipality is concerned, be it Ottawa, Hamilton or Metro Toronto, what is happening is that the province has this test demonstration for this new intermediate capacity system. The province will not superimpose this system on any municipality; this system will be made available for the municipalities. And in the case of the TTC, even the article suggesting that according to some of the critics perhaps the intermediate capacity was not being fully utilized, even in that article there was provision for the use of the intermediate capacity

system. So it does go hand-in-hand with what the TTC in their wisdom shall choose.

Bear in mind that if they choose a Queen St. subway, then that's their privilege. The Premier (Mr. Davis) stated at the November conference last fall that even on the Spadina alignment it was up to the TTC and Metro to choose whatever system they wanted. So I would suggest the passenger-carrying desirability, whether it's in the intermediate capacity range or whether it is in the subway range, would be dependent upon Metro and/or the TTC. It is not in conflict.

Mr. Germa: Well, I guess I'll leave this. That will be all.

Mr. Chairman: Mr. Singer.

Mr. Singer: Yes, I have a number of things I want to explore with Mr. McNab and the minister. Mr. McNab made a comment about just having returned from Japan.

Hon. Mr. Carton: No, it is three years since he came back from Japan.

Mr. Singer: Didn't Mr. McNab say—

Hon. Mr. Carton: No, I did.

Mr. Singer: Oh, you just came back from Japan.

Hon. Mr. Carton: No. I quipped that he had just come back from Japan when someone said they wanted to find out about the Japanese system.

Mr. A. T. C. McNab (Deputy Minister): The last time I was in Japan was 1965, Mr. Singer.

Mr. Singer: Oh, because you did comment about the route you took at Osaka.

Mr. McNab: I did, yes; and I suggested the Reader's Digest articles, sir.

Mr. Singer: Oh; because I travelled that route in 1970 and I thought it was a most efficient and comfortable route. The trains went along at about 125 miles an hour and—

Hon. Mr. Carton: Was that inter-city or intra-city?

Mr. Singer: Between Tokyo and Osaka.

Hon. Mr. Carton: Well, that's inter-city.

Mr. Singer: Yes, inter-city. I was interested in Mr. McNab's comment proving Ontario so right; that is that the Japanese are not moving at all into steel wheels on steel rails; that they are moving away from it. But frankly, I have

been searching, I have been searching in Japan and even in Heidelberg to find out where, anywhere else in the world, this new system of transport has been embarked upon.

I was frankly puzzled by the minister's statement twice in the House—on May 11 and May 18, if my memory serves me correctly—that in Heidelberg they were on their way with not just the prototype but with the plan. I think that information is wrong.

Hon. Mr. Carton: Heidelberg will accept the system—the system they are not concerned about. They will accept the system subject to a feasibility study as to whether or not it can be utilized in the city of Heidelberg because of its ancient buildings and historical buildings, and the many factors concerned.

Mr. Singer: But didn't you say in the House on May 11 that construction was starting on a commercial route in Heidelberg this fall—not as a demonstration project, but in fact as a commercial line. And then again on May 18 you said this mode is going into operation this fall in the city of Heidelberg. My information is that this is something less than factual.

Hon. Mr. Carton: Well first, I did say that—so there will be no misunderstanding. But what I was trying to point out was that the system itself is not in doubt as far as Heidelberg or the West German government are concerned. What is in doubt is the applicability because of Heidelberg and its historic buildings—that is whether any system could be put in this city. They are having a feasibility study done now and we are in receipt of certain letters that point to this. But it is not the system they are questioning, it is whether or not they could have any system.

Mr. Singer: I have something here called Krauss-Maffei transport system information. It says: "The trans-urban TAKT system solves the traffic problems of the historical quarter of Heidelberg". And about half way down there is a line in it which says: "The federal ministry of transport has given Krauss-Maffei a contract for a feasibility study on the introduction of a trans-urban transit system in the city of Heidelberg."

Now that seems something less than commitment; it seems to indicate a feasibility study which—

Hon. Mr. Carton: It is a commitment to the system.

Mr. Singer: Well, it's a commitment to do a \$17-million ride similar to that down at the

exhibition, only it is going to be done in Heidelberg. Is there any real difference in it than that? They are going to see if it works in Heidelberg and you are going to see if it works in Toronto.

Hon. Mr. Carton: No, they are two different things completely. We are going to see if it works, period. In Heidelberg they are convinced it will work, but they want to know that it can be put into use in Heidelberg—

Mr. Singer: Well they are going to see if it can work in Heidelberg.

Hon. Mr. Carton: —because of the fact that Heidelberg is an ancient city with many buildings along its main street. They are doubtful whether or not they can have any system; but their doubts are not as to the merits of the system.

Mr. Singer: Well, with respect to the minister, in my opinion it is a distinction without a difference. We are going to see if it can work here under our winter conditions and whatever else, and in Heidelberg they are concerned about old buildings and whether it will disturb them. So both of us are going to see if it will work and it is far away from operation as a commercial system, in either place.

Mr. Foley: Sir, in an attempt to tell you what is going on in Heidelberg, I think the analogy or a fair comparison is in terms of what is happening in Heidelberg versus Toronto. It would be better to compare the feasibility study of the northeast corridor going on right now in Scarborough as to station location, drainage conditions, soil conditions, foundations and so on, rather than the technical feasibility study; and in Heidelberg that is exactly what they are studying. There is nothing in the study on technical feasibility; the question is whether or not they can locate six—it is either miles or kilometres and I'd have to verify that for you—in the central core of the city, which will be tunneled. The biggest question is whether they can locate stations there without damaging the foundation of those buildings and changing drainage paths and line loading. That kind of analysis is precisely what is being done now in the northeast corridor of Metro Toronto.

Mr. Singer: Well, that is just confirming what I said. They are going to see if it will work in Heidelberg and we are going to see if it will work in Toronto.

Mr. Foley: No.

Mr. Singer: Well let's not argue. That's the way I understand what you're saying now, and that's the way I understand what we're doing in Toronto. They are both a long distance away from running a system throughout the whole of Heidelberg or throughout the whole of Toronto.

Hon. Mr. Carton: It's some months away.

Mr. Singer: Well, a few months.

An hon. member: Years.

Mr. Singer: Now let's try and get a little more specific about dates. When does the minister anticipate the \$17 million will have brought forth the prototype that will run on the two-mile track around the exhibition grounds?

Hon. Mr. Carton: For the purpose of people actually getting aboard and testing it themselves?

Mr. Singer: Yes.

Hon. Mr. Carton: In the summer of 1975.

Mr. Singer: In the summer of 1975. And you propose to run it for how long? How long is it going to take to determine—or can you guess—that either it does work or it doesn't work? That it's feasible for Toronto, to coin a phrase?

Hon. Mr. Carton: First of all, it will be operational in late 1974 and early 1975; so we can start testing at that time.

Mr. Singer: If all goes according to your most optimistic dreams, when do you think that a working line will run from, say, Keele and Wilson, down to Bloor and St. George? Let's be very practical.

Mr. L. A. Braithwaite (Etobicoke): Just before the election.

Mr. Singer: No, no. They've passed one election. We're into the next one. We are up to the end of 1975, so we're into the next period.

Hon. Mr. Carton: First, St. George is a subway station. But I guess you were just using that as an example.

Mr. Singer: Well, suppose somebody wants to go from Downsview to downtown, or something silly like that.

Hon. Mr. Carton: Supposing we have the northeast corridor decided by Metro. Okay?

In other words, the route will be determined. In some cases, because we have rights-of-way—the Hydro rights-of-way—we can go along certain abandoned rails. But we still will have some property purchase. Okay? So contingent upon these things, which have nothing to do with the technical feasibility of this new mode, then in 1977-1978 we would have the construction of the first line.

Mr. Singer: Now those contingencies that you are talking about. How long would it take to resolve them?

Hon. Mr. Carton: This I don't know. You can start out designing and planning a road and it can take anywhere from two years to six years, depending on the obstacles you run into.

Mr. Singer: Yes, I know. But you, your ministry and your deputy—particularly your deputy—are most learned in the field of building roads and roadbeds and all sorts of things like that.

Hon. Mr. Carton: It's not the building. It's the people you're dealing with.

Mr. Singer: Why couldn't the two things go along sort of hand in hand? Because we are getting into a very, very difficult traffic movement situation in Metro, which was aggravated, terribly aggravated, by stopping Spadina without any alternative being produced. What I am trying to get is some figure that is reasonably authentic—it can come from you or from your officials—which will tell the people who live in the northwest corridor when they can expect some form of reasonable transportation, which they would have had had you not interfered a couple of years ago.

Now we've gone into that. We're up to 1977 maybe. But can you give us somewhat of an exact figure on some form of public transportation from the northwest sector down into the core portion of the city?

Hon. Mr. Carton: Well first of all, the first contract for the subway will be called for tender in January of 1974, which is not too far away.

Mr. Singer: That needs about a five-year construction period, doesn't it?

Hon. Mr. Carton: No, I understand it will be a four-year construction.

Mr. Singer: Four years. That will bring us up to 1978.

Hon. Mr. Carton: So we will have a subway in that corridor in 1978.

Mr. Singer: Yes, 1978. This is 1973; and we lost two years, so we could have had it now; but now it has gone on to 1978. All right. Now, what about the alternative methods?

Hon. Mr. Carton: What alternative?

Mr. Singer: This medium capacity thing; are we going to have one of those there? I thought we were going to have one of those.

Hon. Mr. Carton: Again, if you're talking of the northwest corridor, then of course it would be the determination of Metro that there's going to be a corridor up there to begin with. Metro is now studying the northeast corridor.

Mr. Singer: Yes. And is Metro able to study these things with any positive sureness that its decisions are going to be honoured? They weren't in the past.

Hon. Mr. Carton: That their decisions are going to be honoured?

Mr. Singer: Are going to be honoured and accepted, yes.

Hon. Mr. Carton: If you are—

Mr. R. F. Nixon (Leader of the Opposition): Like those signed contracts.

Hon. Mr. Carton: If you are going back to the Spadina Expressway, which I presume you are, I have always stated, and no one has ever corrected me on it, it was not this province that stopped the Spadina Expressway in 1969. It was Metro itself. Right, Margaret?

Mr. Singer: What does that prove?

Hon. Mr. Carton: That proves—

Mr. Singer: What does that prove? When Metro wanted to go ahead with it you wouldn't let it.

Hon. Mr. Carton: No, no. That proves that Metro had doubts, and Metro, having had doubts, a study was made for a full year or more. Then the doubts became doubts in the minds of many people.

Mr. Singer: So it was not the province? That's a new theory.

Hon. Mr. Carton: I've always said it.

Mr. Singer: Even Mr. MacNaughton didn't say that when he was here. He knew; his signature was on the contract.

Hon. Mr. Carton: Mine wasn't.

Mr. Singer: All right. Tell me about the stations on this new intermediate transport thing.

Mr. Braithwaite: While you are at it, tell us about the ones that are going to be up in Rexdale. Go ahead.

Mr. Singer: Tell us about the medium transport which is going to run—

Hon. Mr. Carton: If you're talking about the GO-train—

Mr. Singer: —in my colleague's riding, from Rexdale downtown.

Hon. Mr. Carton: I'm not sure he has the floor.

Mr. Singer: No. He's suggesting to me that I ask about that, and I think that's a good suggestion.

Tell me about the medium transport system that's going to run from Rexdale to the downtown area. When could the beleaguered people who live in Etobicoke reasonably expect they will be able to get on that train and travel downtown?

Hon. Mr. Carton: What train are you talking about?

Mr. Singer: From Rexdale to downtown.

Mr. Braithwaite: The train that's going to leave from the station that's not there yet.

Hon. Mr. Carton: Is this the GO-train?

Mr. Braithwaite: The GO-train station for the Rexdale-Thistletown area of north Etobicoke.

Hon. Mr. Carton: No; seriously, there are two things. There is the GO-Transit up to Georgetown. I think that's what Mr. Braithwaite is talking about. I don't think he's talking about the—

Mr. Braithwaite: I'm talking about any station you care to build there, Mr. Minister. I think your present plans call for going to the airport along Eglinton Ave.

Hon. Mr. Carton: That's the new system you're talking about now.

Mr. Braithwaite: Yes, but I'm talking about your present plans for the new system. I'm

interested in hearing whether you have any plans for extending the new system up through the Rexdale-Thistletown areas? That's why I was interjecting when Mr. Singer was speaking.

Hon. Mr. Carton: This is part of the Metro-planned review. It's not part of our jurisdiction.

Mr. Singer: How long are we going to review the Metro plan? It's up to Metro; yes, review.

Hon. Mr. Carton: You wouldn't want us to intervene with—

Mr. Singer: No; perish the thought. All right, let me get to something that's reasonably current. You've had dial-a-bus going for 10 days? Have you got statistics for a week?

Hon. Mr. Carton: Yes. As a matter of fact, they're what we projected for about five months from now. It's extremely successful.

Mr. Singer: Yes. Have you had any—

Hon. Mr. Carton: And I'm glad—

Mr. Singer: I know you're glad. Have you had any complaints from anybody who's ridden on it?

Hon. Mr. Carton: I personally haven't had any.

Mr. Singer: No, no. I've had a number, and it isn't even in my riding.

Hon. Mr. Carton: I can't—

Mr. Singer: You started it far, far away from Downsview.

Hon. Mr. Carton: The Metro chairman had nothing but the greatest praise for it.

Mr. Singer: Yes, I know. I know you've conned him. People are telling me they have to wait so long for a bus that when they get over to the subway, which now only runs as far as York Mills, they can hardly fight their way on. By the time you get the subway up to Sheppard Ave. and subsequently up to Finch Ave., which won't be too long now, there will be no real purpose in running extra people into the York Mills station or into the Lawrence station, because they're never going to get on.

Hon. Mr. Carton: It may be that it was too successful for the first week.

Mr. Singer: Yes, but do your figures not show that the subway is now at capacity; and

that by the time you have the extra two and a half miles completed, taking it north to Sheppard Ave. and north of there to Finch—and you and I both know those areas very well—your subway is going to be absolutely impossible? You're just not going to be able to push the people in, even with Japanese pushers. It will be absolutely impossible.

Hon. Mr. Carton: What I'm hopeful of, quite candidly, is the fact that about seven months ago, along with the late Ab Campbell, I was scheduled to see Mr. Marchand because the federal government had a rail commuter study in which they recommended a Richmond Hill commuter line. But I haven't heard from them for seven months.

Mr. Singer: Well, it would be marvellous if we couldn't get to blame the federal government about everything that goes on.

Mrs. M. Campbell (St. George): Don't forget what the Minister of Labour (Mr. Guindon) said about the elevator strike, Mr. Minister.

Mr. Singer: The people in the northern part of Metro are going to be delighted with your progress. That's all I have for the moment.

Mr. Chairman: You've completed, Mr. Singer?

Mr. Singer: For the moment, yes.

Mr. Chairman: Mr. Cassidy.

Mr. M. Cassidy (Ottawa Centre): Thank you, Mr. Chairman. I have a few questions. Maybe I could ask the minister first: What ever happened to that study of light rail that was being done for you?

Hon. Mr. Carton: One of my executive assistants has it.

Mr. Cassidy: Why do I have to wait until these estimates to get it?

Hon. Mr. Carton: I will let you study it overnight.

Mr. Cassidy: I heard it was on the way some time ago; but there is a tremendous tardiness there. I hope your assistants work better than that, Mr. Minister.

Hon. Mr. Carton: You asked for it and it will be coming in the door in a minute.

Mr. Cassidy: Well, fancy that; imagine that. I understand, Mr. Foley, that you stuck to the estimates of \$120,000 per car on the

Krauss-Maffei price during the earlier discussion before supper. Is that right?

Mr. Foley: I'm sorry.

Mr. Cassidy: You stuck to the estimates of \$120,000 per car on the Krauss-Maffei system.

Mr. Foley: I said that current estimates we are working on are based on a production model, on a vehicle which is covered in overall production costs of \$12 million to \$13 million per mile for the system.

Mr. Cassidy: Yes, I'm asking how much will the cars cost?

Mr. Foley: Each vehicle?

Mr. Cassidy: Yes.

Mr. Foley: I haven't got a figure.

Mr. Cassidy: You haven't got a figure, eh. Well, the figure has been given of \$120,000 per car—is that correct? That is the figure which has been kicking around, which I am sure has come from the ministry, as well as other sources. Is that an accurate figure as to how much the cars will cost?

Mr. Foley: I can't tell you right now; I'll get that number for you if you would like it.

Mr. Cassidy: Does it seem to be higher or lower; or about level.

Mr. Foley: I think it sounds pretty close.

Mr. Cassidy: Pretty close, eh. Okay. How many cars will you need for now?

Mr. Foley: I think I said 59 cars per mile, depending again—I keep coming back to it. I can build you a system that can cost \$6 million or \$8 million a mile, depending upon the density I want to operate; and I can build you a system that will operate quite a bit more expensively, depending upon station costs, station locations and so on.

Mr. Cassidy: But you are giving an estimate of \$12 million or \$13 million a mile for the whole system.

Mr. Foley: I said that's an average per mile cost.

Mr. Cassidy: And that includes your cars, your stations, your switching, your yards, your maintenance facilities and everything else—is that right?

Mr. Foley: Yes.

Mr. Cassidy: Let me just come to this question of cars. You are saying 59 cars per mile—is that right?

Mr. Foley: That is the figure I understand we are using as an average for the per mile, yes.

Mr. Cassidy: And what capacity of passengers per mile?

Mr. Foley: I'd have to do the mathematics, but I think it comes out between 15,000 and 20,000.

Mr. Cassidy: The reason I asked this question—Mr. Minister, you might be interested in this as well—it is one of those sublime kinds of things that can come from technocrats sometimes. My reckoning is that 59 cars per mile is a cost of about \$6 million per mile just for the cars. As Mr. Foley says, that does give you a capacity of about 15,000 to 20,000.

There is only one problem with that—and that is that you are just going in one direction. Now what about getting the cars back to the beginning? In fact when you have a mile of line you have two miles of track—is that not correct?

Mr. Foley: You are talking about double tracking?

Mr. Cassidy: Yes, that's right.

Mr. Foley: Yes.

Mr. Cassidy: And therefore if you have 60 cars per mile, you only have 30 cars going in each direction—is that correct?

Mr. Foley: I'm sorry.

Mr. Cassidy: If you have 60 cars per mile, you will only have 30 cars going in each direction—is that correct?

Mr. Foley: No, in order to get 15,000 to 20,000 passengers per hour, I think the mathematics works out that I need 59 cars per hour per direction.

Mr. Cassidy: Yes.

Mr. Foley: You can work through quite a number of systems that can load quite a few more cars on that track per mile. But that's the number that it takes to give you, I think, between 15,000 and 20,000.

So if you are talking double tracking and in two directions at once, in the sense that you are not going to operate any express systems, and you are going to go in two

directions at once with equal volume in both directions, I think you'll have to double that figure.

The facts of the matter are, though, that you usually have a peak hour in one direction and you don't completely cycle through cars in a round cycle at the same time. In other words, I don't have northbound and southbound flows that are equal. So I don't have to load the system to that extent.

Mr. Cassidy: Let's take Toronto now—where this line is initially going to go—how long does the rush hour last in Toronto? What is your peak period, say, in the morning?

Mr. Foley: I'm guessing right now, but I think it's about an hour and 15 to an hour and 20 minutes.

Mr. Cassidy: An hour and 20 minutes. And in order to have 20,000 people per hour you have to have 1,000 of these little cars passing any particular point during the course of an hour, so that your vehicles have got to go several times around the circuit in order to give you the capacity. Is that not correct?

Mr. Foley: You've built the system on a one mile system. I don't know how many times you go around a given point with the same car, because you might have a 25-mile system or a nine-mile system, or so forth. There's no answer to that question.

Mr. Cassidy: Initially you're talking about a seven-mile system, aren't you?

Mr. Foley: About seven miles, yes.

Mr. Cassidy: When you have a seven-mile system you're talking of maybe having 400 of these little cars, right? Approximately.

Mr. Foley: I'll grant you the number—

Mr. Cassidy: Okay. You have to get 1,000 little cars past a point in order to have a capacity of 20,000 per hour. Then you have to take the darn things around and back to the beginning again in order to do it. Therefore, what you said, that in order to have this capacity in both directions you would have to double the number of cars, is effectively the problem you come up with then. Because, even if you're running them empty you have to return the cars back to the start.

Mr. Foley: A system that has a 20,000 passengers per hour capacity doesn't have 20,000 at the end of the line. You don't pack them all on and move them right through to the other end. You've got a build-up of more than goes through the whole system.

Mr. Cassidy: Right.

Mr. Foley: You are talking about "throats" in the system. One of the beauties of the system, one of its powers, is that you can talk about express service, you can by-pass stations and you can cycle around for short-turns and short-loads. So to take a 20,000 passengers per hour capacity in what you call the throat, you don't have to drag all the vehicles back to the other end again; you don't have to double your vehicle count simply to get them around to the other end and bring them back through a lot of empty space to pick up the demand at a "throat".

Mr. Cassidy: So one of the things you're saying is that the system won't have a passenger capacity of 20,000 per hour along most of the system, but only at the most dense—

Mr. Foley: No, that's a complete misinterpretation. I'm saying that it has a capacity of that. The fact that it doesn't require 20,000 passengers per hour at every given point doesn't suggest that it doesn't have the capacity.

The fact that the TTC subway doesn't handle 40,000 passengers per hour at the Warden station doesn't suggest that there isn't that kind of capacity on a subway. They didn't build the subway, and you wouldn't build a subway system, to meet your terminal capacity. I think the subway system must cycle every car back around to its start point again in order to pick-up capacity; but what we're suggesting here is that that does not have to happen.

Mr. Cassidy: Okay. The 60 cars per mile is what you would need on average, bearing in mind suburban density at the one end and the peak densities of 15,000 to 20,000 closer to the city, is that correct?

Mr. Foley: Yes, I think that's right.

Mr. Cassidy: Okay, now at \$120,000 per car, that's a cost of \$7.25 million a mile for your system. Is that correct?

Mr. Foley: I'm just testing your mathematics.

Mr. Cassidy: Okay, I'm just taking 60 times \$120,000. That's more than half of the overall cost of the system. Can you give us a breakdown of the estimated cost per mile of the other elements of the system, please?

Mr. Foley: I have to have a system that you would want to talk about. For instance—and this is the great difficulty in talking

about numbers as they are now, and in talking about numbers on averages—for instance, I can build a 40-mile system in Toronto with virtually the same command and control system that I need for a 10-mile system. So that I get very large economies of scale with the growth of the system. Thus, the cost, in terms of the command and control system, do not vary directly with the added miles of track.

Mr. Cassidy: Let's talk in terms of system. The ultimate system is about 27 miles as suggested in the most recent TTC proposals.

Mr. Foley: I would have to work up that cost as a defined system in order to tell you what the other components are on a per mile basis.

Mr. Cassidy: Well, how much does the command control system cost? It is a fixed sum, you say. Is that correct?

Mr. Foley: I am saying it is not a fixed sum in the sense that it is infinitely expandable. But I am saying it does not vary directly with the increase in mileage.

Mr. Cassidy: I understand that.

Mr. Foley: There are three computers to begin with which have a capacity to handle so much in terms of vehicle load and tracks. Now, if I add another 10 miles I don't necessarily have to add double the computer cost.

Mr. Cassidy: I quite understand.

Mr. Foley: Okay.

Mr. Cassidy: But for a system of around 25 miles, about how much would a computer command control system cost?

Mr. Foley: I don't know that figure off the top of my head. We would have to work out that system.

Mr. Cassidy: How much do you estimate it would cost then, say, for the initial seven-mile system?

Mr. Foley: I am not sure I have the number, but if I do I will give it to you.

Mr. Cassidy: Okay.

Mr. R. F. Nixon: Mr. Chairman, could I go on your long list?

Hon. Mr. Carton: Where else?

Mr. Cassidy: Maybe one of Mr. Foley's other people could find this, because I have

a number of other questions specifically about costs.

Mr. Minister, one of the things we are concerned about is this factor of costs. It seems to me that when the intermediate system was announced, there had been a deliberate policy on the part of the minister's public relations people—who were doing him a disservice—to constantly overestimate the costs of any of the alternatives and constantly underestimate the cost of the intermediate rapid transit system.

The estimates now coming out, which the minister has denied, suggest that the cost will be \$20 million to \$25 million a mile for the Krauss-Maffei system when it is actually installed. Now, it may be that in certain configurations the system might still be worth buying at that price. But the minister is dissembling with the public if he doesn't give some honest figures about the cost. We are really worried about the cost.

Hon. Mr. Carton: I am advised, Mr. Cassidy, the costs originally were around \$12 million a mile and they still stand at that figure.

Mr. Cassidy: Okay. Can I ask now—

Hon. Mr. Carton: Excuse me, one point on costs—and I think this is a valid comparison to show how things do escalate. In 1971 the price of a subway car from Hawker Siddeley in Thunder Bay was about \$167,000. The more recent one is about \$255,000, in two years. These things are part and parcel of the escalation of the—

Mr. Cassidy: What is the capacity of that subway car, Mr. Carton?

Hon. Mr. Carton: Of what subway car?

Mr. Cassidy: That subway car you are talking about from Hawker Siddeley.

Hon. Mr. Carton: The passenger capacity?

Mr. Cassidy: The passenger capacity, yes.

Hon. Mr. Carton: I thought it was 300; about 250.

Mr. Cassidy: About 250. In other words, about 12 times the capacity of one of the Krauss-Maffei cars? The Krauss-Maffei cars with the same capacity will cost about \$1.5 million, isn't that correct, twelve times \$120,000?

Hon. Mr. Carton: In terms of straight dollars, yes.

Mr. Cassidy: It may be just scoring a point, but let's face it; the cars on this system that the province is buying are costing approximately six times what subway cars cost, in terms of the space they make available to passengers.

Hon. Mr. Carton: But that is not the complete answer.

Mr. Cassidy: I am aware of that, but I think that needs to be put down for the record.

Mr. Foley: Might I respond to that and indicate that what you are really comparing is passengers put in a box and standing still. You are saying that if you get a big box we can put 300 people in it; if we get a small one we can only put 30. But that has really got nothing to do with the capacity of the line to move people, which is the primary function. What we are saying is that the real measure is what kind of headways can you obtain on that subway car. And if you are suggesting that the subway capacity, because it is a very large box, has 10 times the capacity of the intermediate capacity system, and therefore your cost per passenger vehicle should be multiplied by that, that I think is quite unfair.

Mr. Cassidy: I'm just saying that if the cost of your passenger space is six times—I beg your pardon—yes, six times as high in the Krauss-Maffei system as it is in subway system, then you've got to make a lot of economies in other areas in order to come out with a competitive price. What is the expected, anticipated service fee under the Krauss-Maffei system?

Mr. Foley: It sounds as if these questions are wide open; and in some aspects they are, because depending upon the station locations in terms of their closeness and variation—in other words some are a mile apart and others that are arterial, say, as in Scarborough where you've got a mile and a quarter distance between arterials and downtown—the speed can range from 20 to 50-miles-per-hour.

Mr. Cassidy: Realistically, is it correct to estimate that it ranges between 20 and 26 miles an hour?

Mr. Foley: No; I'm not sure exactly what you mean by that.

Mr. Cassidy: In other words, you're not thinking of your stations four miles apart or five miles apart; which will give you a 50-mile-an-hour service fee?

Mr. Foley: If we take the Scarborough situation, where you're likely talking about arterial location of stations, I think the spacing is a mile and a quarter, which would give you about a mile and a quarter between stations. I'm not sure that that could be represented as an average for the system. It's a suburban, rather low-density area.

Mr. Cassidy: Okay. The film shown at the Ontario Science Centre the other day suggested station spacings only two-thirds of a mile apart, on the concept that people should be able to walk to the station.

Mr. Foley: From downtown they might be closer than that.

Mr. Cassidy: Pardon?

Mr. Foley: From downtown they might be closer than that.

Mr. Cassidy: I don't know. I would suggest that was misleading information put up on the screen, because in fact the station spacing, on an average, would probably be wider.

How does the service fee of the Krauss-Maffei system compare with the service fee of the Bloor subway line?

Mr. Foley: About the same.

Mr. Cassidy: About the same; okay, fine. Next question then: What about these headways? What headways do you expect to be able to work to?

Mr. Foley: I could deal with the specifications and tell you that the contract specification to meet them is, I think, six seconds. We're suggesting, I think, that you could meet your capacity in around 20 seconds.

Mr. Cassidy: Around 20 seconds with six-car trains, is that right?

Mr. Foley: Yes, although I think the crush-loading of that car would be 30—the crush-loading.

Mr. Cassidy: If you put 30 people in with the same size car, or an expanded car?

Mr. Foley: Virtually the same size car, but this is the area that we have between the TDS, which is the test demonstration at the CNE, and the revenue system. One of the reasons this system was chosen was because it has the capability to expand the dimensions of the car, because it's not trapped on a guideway. So we do have the variable of expanding the interior dimensions of the car,

and moving seat and door locations to accommodate greater peak-hour crush capacities.

Mr. Cassidy: How much time will the trains actually stop in the station?

Mr. Foley: Fifteen seconds.

Mr. Cassidy: What will be the headway at any particular platform between the time you take a train out and the time you bring the next one in?

Mr. Foley: It's quite variable in the sense that that, again, is one of the powers of the system. You can bypass a station completely and operate an express service, so that what might be called the train frequency, or car frequency, available to a passenger on a platform can be varied through your control system to provide quite a range of services.

This is one of the reasons we must begin to analyse the Scarborough corridor to determine what kinds of command and control system performance has to be built in to meet the demands of that specific area. I could take you to another part of the city and the qualifications for performance would be quite different.

Mr. Cassidy: Okay. I'm asking what headway you can maintain at a particular platform? Let's say, if you have a downtown line running to Queen St., every train is presumably going to stop at the city hall station, if that were ever built?

Mr. Foley: I'm not trying to be difficult, I'm having a great deal of difficulty understanding the question in terms of your suggesting that the station headway has a direct relationship to a point on the track headway. We have a great deal of variation. We can do quite a few things with the system in order to provide high levels of frequency.

Mr. Cassidy: This is the point I am trying to make. Right now, with existing rail technology, you can't have headway of less than a minute-and-a-quarter or a minute-and-a-half. The TTC runs just under two minutes. In fact, obviously you can't have a headway of less than about 25 or 30 seconds under any conceivable situation, because of the need to get passengers on and off.

Mr. Foley: Yes, but I am having difficulty—for one thing, I am not sure whether you are restricting the discussion to an on-line station, with a single platform.

Mr. Cassidy: I am talking about what happens at a platform. How many seconds is it between the time one train leaves the station

and the time that the next train leaves that station?

Mr. Foley: Well, that is a variable we can change to meet the demands. It isn't a fixed number. I simply don't have an answer to that question.

Mr. Cassidy: Okay, with 20,000 passengers per hour at peak capacity in the system, how many off-line platforms will you need in order to handle that particular traffic?

Mr. Foley: Every station is off-line. And the other thing is that we must begin to deal in terms of some specifics about a particular system.

Mr. Cassidy: Well, that is pretty specific.

Mr. Foley: No, it depends upon your distribution of origin destinations. Obviously, if everyone is going to one single destination this will need more platforms for either on- or off-board—depending on which way you are moving—than you will if there is a very constant distribution of origins and destinations.

Mr. Cassidy: Okay, let's take the city hall station for example. Presumably every train on the system is going to stop at that station. It is a major downtown destination point within walking distance of—

Mr. Foley: I would doubt it. I would suggest that would be a programme that would be deficient in its automatization of the system to have every car stop at a particular station, recognizing that you are dealing with the same 30-passenger cars.

Mr. Cassidy: Well you are running 180-passenger trains, or 125-passenger trains.

Mr. Foley: Yes, but we also—

Mr. Cassidy: Maybe some of the passengers are going to want to stop at that particular station; and statistically it is impossible that they won't want to.

Mr. Foley: Statistically we have two capabilities. First of all, there are passenger control and information systems to direct passengers to express modes. This is only an example, but I can envisage a situation where you could have one train going to a King St. station and another going to Metro Centre, and another going to, say, your city hall station; and the other two wouldn't have to stop at that city hall station. So one of the concerns is to try and block out and specify the variables that you have to deal with.

And we are suggesting that you have a very large number of variables, and that is what gives the power to the system.

Mr. Cassidy: So, in other words, although the capacity of the line might be 20,000 people per hour, no station on the line might have a capacity of 20,000 passengers?

Mr. Foley: That would depend on how many off-line platforms—you can conceivably do that.

Mr. Cassidy: How many off-line platforms do your designs indicate you might add in the most heavily-used stations?

Mr. Foley: At this point we are doing the first analysis of the seven miles or nine miles in Scarborough. Obviously, it would appear if that is the route or one of those three routes that were pointed out—several others that were pointed out as terminating at a subway station, whether it is Warden or Eglinton—

Mr. Singer: Why don't you bring them into York Mills and Yonge? Everybody else is going there.

Mr. Cassidy: Is it conceivable there may be three or four platforms in each direction at one of these major stations?

Mr. Foley: It is conceivable that at a terminal station you may have several platforms.

Mr. Cassidy: Mr. Minister, I am directing these questions primarily because I am just trying to get down on record what the devil it is you fellows are doing.

The responses I have been getting from the community is that the ministry has been most unforthcoming with just this type of information, which I am now eliciting myself. And although, Mr. Chairman, I did have a chance to talk with Mr. Campbell, through a combination of circumstances it has been very difficult to get hold of Mr. Foley and put this kind of question. In other words, what's been coming out of the ministry has been PR flackery, and not much else.

Let me ask a bit about the aesthetics of—

Hon. Mr. Carton: Mr. Cassidy, if I may just remark on that, I have personally been at three meetings in Metro Toronto where the ministry officials formed a panel and answered any and all questions—be they technical, policies or whatever.

Mr. Cassidy: Yes.

Hon. Mr. Carton: Now, there was a question in the Legislature a week or two or three or whatever it was ago, about the inability of the public to have access to ministry officials with regard to questioning them. At that time I said if they wanted to set up a meeting I would have the ministry officials there. So I really don't think that anyone is trying to gild the lily as it were. In fact to my knowledge we have met the crash head on.

Mr. Cassidy: Fair enough; we are busy people too.

Hon. Mr. Carton: Oh, I realize that.

Mr. Cassidy: We made a number of attempts last spring to get together with Mr. Foley from time to time, and were not successful. You were keeping him too busy. Let me ask you about the aesthetics of the system here, Mr. Foley.

There is a very pretty diagram here which shows the single pylon supports for the GO-Urban system. I'd like to ask a question in relation to the description on page 6, which is that columns in pairs will be used on curves and at switching points. When you get to the station, what's the distance between the point where the train turns off the main guideway onto the off-line rail and the point where it rejoins the guideway?

Mr. Foley: Again, we are always depending upon the variables that you find there, the merge-to-merge point—

Mr. Cassidy: One assumes you are not going to build it to carry only 5,000 people.

Mr. Foley: No, no—I'm not talking about that. I'm talking about the various types of terrain you begin to get into. You have capability, for instance, to slow the vehicle down on a merge point, so you don't have to have quite the same length of merge.

Mr. Cassidy: If you run 20 seconds apart.

Mr. Foley: If you have very low station spacing, where you have trains close together and you are not accelerating up to that speed, you might pull down these merge-to-merge points. But it ranges from 800 to 1,000 feet merge-to-merge; that is with the station in the centre.

Mr. Cassidy: Right. Will these stations normally be at intersections and placed like that? One assumes that will be the case, is that correct?

Mr. Foley: Yes, I suppose. When we look at the Scarborough situation we look at arterial roads for station locations, because they are the most appropriate feeder points. But you can also envisage other situations where they don't occur at arterials; perhaps mid-arterial.

Mr. Cassidy: It is fair to say that the minimum number of platforms at any station you will have will be two guide-ways for the through line and two for the off-line ramps, one in each direction.

Mr. Foley: You mean the minimum number of guideways, rather than platforms?

Mr. Cassidy: Yes.

Mr. Foley: Because one platform in the centre—

Mr. Cassidy: It will be four, and in many cases there will be more than four, is that correct?

Mr. Foley: No, I am saying that at the terminal points it will likely make sense to have a number of hold ramps, or hold guideways, yes.

Mr. Cassidy: What is this thing going to look like? It says here that when you have switching points, which obviously you have a number of at the stations, you are going to have two rather than one pylon to hold up the guide-ways that run through the switches and the curves, there are curves as well. When you straighten out after you switch, you go straight into the off-line platform.

You are going to have a minimum of four, and possibly more, tracks at each station; and these are going to be located in the place where people tend to congregate most anyway; which are major arterial intersections, that kind of place.

One of the main features of this system has been the fact that you feel it is acceptable aesthetically, whereas a subway is not. Now the fact is that a subway is normally depressed or put out of sight in some way. But here you have, sort of flying right over the middle of the corner of Jane and Finch, or one of the intersections out there in Scarborough, anywhere from four to more of these things, with double pylons and the whole bit.

Mr. Foley: May I react in the sense that what you are assuming again is that the system, and perhaps the diagram indicates it is elevated continually; but the system again has the capability to run at grade and to be tun-

nelled in at intercepting points with stations at grade.

We also have a number of variables. We are examining those most feasible in each particular location, because the station design and the way it fits into the topography and the residential or commercial area dictates a great many variables that can be used about stations.

For instance, let's suppose we are northbound-southbound in terms of alignment. We can put the northbound stations elevated and the southbound stations at grade, so that instead of talking about a wide geography we have a very narrow profile. We can put one grade, and tunnel the second only for intersection and station locations. The system, because of its by-pass stations, because of the fact that we can tunnel at arterial crossings very cheaply compared with subways, because we can achieve reasonably high acceleration rates, has the capability to provide a lot of variables in terms of station location and size.

So to simply assume that at every arterial we would have to have an elevated platform to handle stations, and that because we have four tracks they must be spaced out instead of stacked, denies all the variables that were built into the system.

Mr. Cassidy: Is it not correct to say, though, that once you start to stack or tunnel or do these other things, the costs of your station go up pretty substantially?

Mr. Foley: No, not necessarily. If we are going to elevate a four-tracked system, say 12 or 15 ft in the air, stacking of that system will not double the cost, or not necessarily increase the cost.

Mr. Cassidy: But if you have to tunnel?

Mr. Foley: Again, it depends on whether we are tunnelling two tracks or four tracks, and whether we are really talking about bridging in terms of the road. We have the capability to sink the system and bridge the road.

There will be cost differentials on every station. On a terminal station we will obviously need a greater capacity in terms of platforms and passenger facilities than we will on some suburban stations. The costs we are talking about, in terms of stations and building up an average per mile cost, anticipate those kinds of things. But again, to get down to a cost per station depends upon the whole architectural engineering structure of that station.

Mr. Cassidy: Well, that is what we are asking you to look at.

Mr. Foley: That's what is being done in Scarborough right now in terms of the route location and the feasibility study. Every time we take a new route, the various station loadings will change the cost dimensions of that station.

Mr. Cassidy: But I am saying that the costs are invariably going to be up, and that the \$12 million or \$13 million a mile average you are talking about is really whistling Dixie.

Mr. Foley: I disagree, sir.

Mr. Cassidy: Let me ask you now about these costs. I will just sort of run over them and then you can answer them individually.

1. What is the cost of the guideway per mile, one way and two ways?
2. What is the cost of an average station estimated to be?
3. What is the cost of escalators for stations, if you use them?
4. What is the cost of signalling per mile?
5. What is the cost of switching per mile—the extra lines you have to have for the stations?
6. What is the cost of the power supply per mile?

7. What is the cost of the computer control system per mile?

8. What is the cost of design per mile?

Now there may be other elements. We started with seven-and-a-bit million-a-mile for cars, and there is an awful lot else to the system as well.

Mr. Chairman: Mr. Cassidy, I don't know if Mr. Foley has been able to record mentally all the questions you asked him.

Mr. Cassidy: Well, I will go through them individually.

Mr. Chairman: I anticipated that he was having some difficulty. Perhaps you could jot them down for him.

Mr. Cassidy: I have them here. First is the civil engineering, the construction of the guideways. How much is that per mile, double track?

Mr. Foley: I will explain the difficulties in trying to come up with a per mile figure, because you are going to have to then tell me whether you want to get down to the specifics of whether it's elevated guide rails

totally, and what variations I've got to get into in terms of separations and so on.

Mr. Cassidy: Well, Bill Davis promised us an elevated system. Let's talk in elevated systems. Is that fair?

Mr. Foley: Pardon?

Mr. Cassidy: Is it fair to say that?

Mr. Foley: Well, I think the fairest thing to do is to examine specific systems. When you begin to use a number of per mile costs, the cost on an average, hypothetical system, in our estimate, as I said, is \$12 million to \$13 million a mile; and I can change that to \$15 million if you want grandiose stations. If you then say that—

Mr. R. Haggerty (Welland South): Can you change it to \$2 million?

Mr. Foley: I can move it to \$8 million if you want to talk about the GO-station type platforms that can be used in suburban systems.

Mrs. Campbell: What are you talking about?

Mr. Cassidy: What are you talking about? It's your system, it is not our system.

Mr. Foley: That's right.

Mr. Cassidy: And you know, the minister has given you a great deal of responsibility. I'm sorry that you are the fellow that has to answer the questions. I wish he would. But on the other hand, Mr. Minister, you put tremendous reliance on the advice of your officials and you've been living in a closed world to some extent.

Hon. Mr. Carton: Well, not completely. As I mentioned a little earlier when I was questioned in the Legislature, I base my faith in the new system on several things.

One, the ministry officials, aided and abetted by TTC top officials, who happen to be recognized as the foremost authorities on the continent as far as urban transit is concerned. Two, the fact that I had two of the leading transportation consulting engineering firms in Canada do an independent survey. And three, the remark made by the managing director of Hawker Siddeley, who told me that without doubt this was the finest evaluation team he had come across in his experience. And he had advised the British government to come to Ontario to find out how to make an evaluation.

Those are the things on which I put my credence in the system.

Mr. J. H. Jessiman (Fort William): Well he hasn't asked Cassidy.

Mr. Cassidy: Yet you get left with a system which costs twice as much as what was promised. It may still be a valid system—I want to make this clear, Mr. Minister—it may still be a valid system at that price, but for God's sake don't con us and say you are going to get 55 miles of the stuff into Metro Toronto.

Mr. Jessiman: Mr. Chairman, who is Mr. Cassidy replacing? I see Mr. Stokes is in his seat.

Mr. Chairman: Mr. Cassidy.

Mr. Haggerty: He has a right to speak.

Mr. Jessiman: Which committee is he on?

Mr. Chairman: Mr. Cassidy is not subbing for anyone.

Mr. Jessiman: No. Mr. Cassidy is not subbing for anyone.

Mr. Chairman: He has the right to speak.

Mr. Cassidy: As a transportation expert I suggest the member for Fort William should, you know, be asking questions too.

Mr. Chairman: Order. Mr. Cassidy, have you—

Mr. Cassidy: Have you some answers to those specific questions?

Mr. Foley: Well, we will start with number one. The figures—and there are a lot of variations in them—can run from \$2 to 2.9 million per mile.

Mr. Cassidy: Right. That's for the guideways.

Mr. Foley: Double guideways.

Mr. Cassidy: Double-track guideways. And does that include the power supply, the other things that have to run along them?

Mr. Foley: That does not include what is known as power distribution.

Mr. Cassidy: Right.

Mr. Foley: Okay.

Mr. Cassidy: How much does power distribution cost per mile? If you have a breakdown of the cost, your own sort of breakdown of the various elements, I'll be happy

to take that, I'm a layman in these affairs; otherwise I'll ask my questions. But if you can give me—

Mr. Foley: I'm attempting to answer your question.

Mr. Cassidy: Okay, fine.

Mr. Foley: Depending on how much we allow for such things as guideway lighting and distribution; for snow removal, which is a variable, you can add it or not—about \$1 million a mile.

Mr. Cassidy: For power supply; okay. What about the stations? What's your estimate of the cost of a station per mile? And I bear in mind that you obviously have to give me some assumptions as to what kind of stations you're building.

Mr. Foley: The range there can go from—and I'll use this example which we did discuss in the Scarborough operation, when we were talking about the station that would meet a feeder system, such as the subway, or a collection system such as the subway.

Mr. Cassidy: Right. Now virtually every station will probably have to have protected interchange facilities for buses. Won't it need some kind of a loop, or traffic turnoff for buses?

Mr. Foley: It's just a stop in a number of cases.

Mr. Cassidy: Pardon?

Mr. Foley: It's a sheer stop, not another loop. It's just a stop, a bus stop.

Mr. Cassidy: You do conceive that the philosophy of the TTC of having their transit systems interchange, their bus systems interchange with their subway, would be followed?

Mr. Foley: For instance, let's take a station that is at grade, a straight walk-through station with a reasonably high frequency of vehicle capacity. A straight walk-through station requires nothing more than a bus stop and a transfer to a platform. Now that can be a very cheap station, a station that would be combined with, say dial-a-bus arterial buses. A subway, obviously, will require quite an allotment.

Mr. Cassidy: Okay, give us your estimate in terms of the cost of stations?

Mr. Foley: I hope this is acceptable to you, but I can go from about \$400,000 anywhere up to \$2.5 million for a station.

Mr. Cassidy: And on average? A million and a quarter or something like that?

Mr. Foley: Pardon me, the \$400,000 figure is one we can use as an average for station cost on a per mile basis. We can go from the GO-type platform up to a station of \$2 million.

Mr. Cassidy: I see. In Scarborough, for example, we are going to have a station every mile and a quarter. You're saying that stations will cost \$600,000 on an average. Is that right?

Mr. Foley: I'm suggesting that these figures are based, and I'll have to confirm this for you, on a station every two-thirds of a mile on average.

Mr. Cassidy: On two-thirds of a mile. These are GO-type stations then, is that right?

Mr. Foley: No, I'm saying—

Mr. Cassidy: They're a basic station.

Mr. Foley: I'm saying that it's an attempt to describe an average between the kind of station you would have at the Warden subway terminal, for instance, or a station in, let's suppose, Thorncliffe or one of those areas where you had a shopping centre.

A number of people at the public meetings talked about a station in the Scarborough Town Centre. Now of course that would have to be—not necessarily for the system but to meet the surrounding character of the development—quite an elaborate station as compared with the type of station you could put at Brimley and the Gatineau Hydro line.

Mr. Cassidy: Right. Okay, that means that your stations, you expect, would be very significantly cheaper than the TTC stations in the subway.

Mr. Foley: The potential is there to make them very significantly so.

Mr. Cassidy: Yes. Does that cost include the cost of the 1,000 ft of extra guideway you need in each direction for your normal station?

Mr. Foley: No, as I interpret the numbers I'm looking at, and I shall have to confirm that, those are in the guideway costs.

Mr. Cassidy: Are those figures of the extra guideways in stations, are they included in

the guideway costs that you have previously, or not?

Mr. Foley: I'm sorry, I missed the first part.

Mr. Cassidy: You need about 1,000 ft of guideway in each direction for every station to have your off-line loading?

Mr. Foley: Yes, I'm told those are in the guideway costs. They're not in the station costs.

Mr. Cassidy: They're in the guideway costs, okay. Do your station estimates include escalators or not?

Mr. Foley: Again I'd have to go back to averages. If I said yes, you'd say "escalators in every station." An on-line station at grade requires no escalators. That's one of the advantages of talking about stations at grade and maybe even tunnelling arterials, because you don't have passenger movement vertically. Obviously, if you were stacking east-bound-westbound platforms, say, or north-bound-southbound, there is need of facilities for escalators. I'm only trying to recall the figure of some time ago, I think it was about \$170,000 per bank of escalators. Don't hold me to that figure because that's recollection.

Mr. Cassidy: What about signalling costs per mile? Is that included in any you've given me, or does that come—

Mr. Foley: I'm not sure what you mean, signalling costs.

Mr. Cassidy: Maybe you call it part of the command control system, including the means of communicating with the cars and monitoring their progress.

Mr. Foley: Again, because most of the costs here are in fixed assets, the figure I'm showing is somewhere between \$137,000 and \$248,000 per mile.

Mr. Cassidy: What's the costs now, if we can come back to the command control system, can you give me some kind of estimate on that?

Mr. Foley: That's what I just gave you.

Mr. Cassidy: That's the command control system.

Mr. Foley: That's the estimate, on the per mile basis.

Mr. Cassidy: That includes all the computers you need, is that right?

Mr. Foley: Yes, I'm sorry.

Mr. Cassidy: All right. What do you need in terms of maintenance yards and that kind of thing, how much is the basic layout?

Mr. Foley: I can't give you an answer on that, because it simply depends on the total system you're talking about. It depends on the location of maintenance facilities. For instance, you could centralize maintenance facilities; you could have six maintenance depots throughout any system. I simply can't give you an answer to that in terms of a per mile cost. It's completely indeterminate until you describe a system.

Mr. Cassidy: What are the royalties we have to pay per mile to Krauss-Maffei?

Mr. Foley: We don't pay royalty on a per-mile basis. If you would like, the royalties are in the contract, which has been made public.

Mr. Cassidy: I know I tried to understand it, and haven't quite succeeded. What are the design costs per mile of this system? Is there some way of working them out?

Mr. Foley: I'm not sure what you mean. For instance, are you talking about work that's now proceeding in Scarborough? Are you talking about feasibility studies? Are you talking about route locations? Again, I simply say if I'm building a station that would fit in with the Scarborough Town Centre, I haven't got any idea what it would cost to design that, or how to convert the cost to a per-mile basis. I think from that point of view it's no different a question than would be applied to subways, road systems or any planning action.

Mr. Cassidy: On the Scarborough route, what's the land acquisition estimated to be, if any?

Mr. Foley: I don't know.

Mr. Cassidy: Have you any estimates for that at all?

Mr. Foley: I know there were five routes, and every one of those routes had a vast difference in terms of what was publicly-held land and what was land in private ownership. We haven't even attempted to make an assessment of that. That's a Metro study that's being undertaken now. We anticipate they'll come up with a figure for each of those routes.

Mr. Cassidy: The Scarborough route will cost about how much, for the distance of seven miles or so from the Warden station?

Mr. Foley: I can only come back to the same situation. I don't know what route they're talking about at this point in time. There are five or six routes, and for each route there are different arterial crossings, because of the route locations there will be different station spacings.

All we can say is that we've attempted to provide some guidance as to the cost of this system by working out an average per mile system. We don't expect it will be much different to this, unless they decide to go far off average in terms of the way they plan it, for stations and for various characteristics of the system. I come back to the point that the system has a great deal of built-in flexibility, and you can make it cost a tremendous amount by working up very elaborate stations.

Mr. Cassidy: Let me just give you a rest for a minute and say to the minister that this is one of the frustrating things in trying to assess the whole thing. The most recent report on Go-Urban states specifically that further research will be undertaken at the CNE to produce subsequent generations to the system, and change will be built on change, and it's quite possible that the Go-Urban system of 1990 will bear little resemblance to the TDS at the Canadian National Exhibition.

Now this makes it a bit frustrating in view of the certainty with which the pictures of little trains are put on screens and other things are given to the public. In fact there is a great deal of uncertainty, I think you will agree, Mr. Minister, about what the thing is actually going to look like and how it is going to perform and what you are going to build into it. Am I correct?

Hon. Mr. Carton: There are a lot of variables, Mr. Cassidy. It would be the same as if one of my constituents asked me the cost of getting a bill passed through the House. I couldn't tell you the cost of getting a bill passed through the House; It would depend on how long it took that particular bill to go through the House, how many members were there, who was interested in it. You are dealing with so many variables that I really don't think it is fair to try to tie it down. There are variables, and one can't but have them, I wouldn't think.

Mr. Cassidy: Is it fair to have the dogmatic attitude the ministry has shown in the PR

effort that it is undertaking right now with the public, in view of what you just said?

Hon. Mr. Carton: Well, they are not dogmatic.

Mr. Cassidy: I have examined the language very carefully, and in the Premier's address a year ago, for example, when the networks were announced for Toronto, Hamilton and Ottawa, the language—you are quite correct—was not dogmatic. The conditional is used throughout—such and so a route could be used.

But the whole thrust of the presentation was very dogmatic and it was; "Okay baby, here it is. This is what we are endowing on the people of these three cities."

It was only when people came back to look at what amounts to the fine print, it was only when a number of people began to ask you, Mr. Minister, specifically, "Are we really committed to this?"—it was only then that the government began to say, as you said a few minutes ago: "Well if they want to have something else, why they can have it."

Hon. Mr. Carton: No, as a matter of fact that is quite explicitly set out in the Premier's statement of last fall. There is nothing dogmatic—

Mr. Cassidy: Nor was it designed to come through, Mr. Minister.

Hon. Mr. Carton: In any event, if you examine his language, it shows no dogmatism.

Mr. Cassidy: Well, I am interested in that point of view.

Let me ask Mr. Foley. As an expert in transit systems, I think he is familiar with the plans being made in Edmonton for a light rail system. They are going to build 4.5 miles for about \$28 million. If you extended that into Scarborough, would there be serious problems about using that particular system on the Malvern route in terms of rights-of-way and that sort of thing, in amounts of subservice work you would have to do with arterials and other things?

Mr. Foley: Mr. Cassidy, you would have to explain to me the system that Edmonton is proposing, because at this point in time they have not, as I understand it, identified a system. In fact I hope to be in Edmonton on Thursday in order to discuss that with them.

I think the figures you might have read in the press are terribly exaggerated in terms of costs per mile and volumes per mile; and

I think that Edmonton would be prepared to discuss that as well.

Mr. Cassidy: Am I correct, though, that it would cost about \$6 million a mile?

Mr. Foley: No, I think the situation is that the city council in Edmonton has indicated that they would look in favour at a \$28 million commitment for a transit system. This has been interpreted to read, because they have an item on their civic plan of a six-mile trunk system in the centre, that the \$28 million committed to transit would be sufficient to provide that system. I think there are substantial questions about that; and that is one of the things we are going to discuss.

Mr. Cassidy: Okay. We are raising questions about your system, too, in terms of the costs. In other words, if theirs escalates, yours may too. What is the cost of the Vancouver system now projected and how many miles will they have?

Mr. Foley: I come back to it again; the Vancouver system I think you are talking about is really not a proposal of the Vancouver local government at all. There was a feasibility study—if you are talking about the LRT system—which talked about grade crossings without separation and control signal systems. This has now been rejected because they realize they can't get the capacity with that system. It is my understanding it has been rejected for this reason, because of the problem of eliminating grade separations and therefore having to hold vehicles to avoid intersection conflicts. I think that is the situation, as I understand it now, and I hope to be in Vancouver next Tuesday to discuss that situation.

Mr. Cassidy: You should have been there last week.

Mr. Foley: Yes, I wish I had. At this point in time they recognize the substantial increase in cost per mile because of the fact they will have to grade-separate crossings.

Mr. Cassidy: What cost per mile are they talking about right now?

Mr. Foley: The unseparated system, I think, was roughly \$6.7 million per mile.

Mr. Cassidy: Yes.

Mr. Foley: I think, in fact, it's been acknowledged that the system won't provide the capacity because of the arterial conflict,

and the minute you are into grade separations you gain substantial costs.

Mr. Cassidy: Okay, but you were talking, too, of the same thing: That is that you were thinking of, tunnelling at intersections in Scarborough.

Mr. Foley: I'm suggesting that the average cost per mile—I keep having to stress that—incorporates elevation, pardon me, separation of arterial intersections.

Mr. Cassidy: Just to conclude on this question of cost: We are saying \$7.2 million a mile for cars on an average; between \$2 million and \$3 million per mile for civil engineering; \$1 million a mile for power supply; something over \$400,000 per mile for stations; somewhere between \$125,000 and \$250,000 a mile for signalling and computer control; which leaves you peanuts for anything else I haven't mentioned. Not knowing how you build these things, for contingencies or for escalation or for tunnelling or for stack stations or for the other kinds of things—that—

Mr. Foley: If I could just deal with the one question of inflation. The figures, as I interpret them, are based on 1972 production costs.

Mr. Cassidy: Yes.

Mr. Foley: In the same manner as the minister mentioned the escalation of subway car costs that we will incur, we have in fact built into our contracts price escalators on TDS. I suspect we will incur inflationary trends in the building of this system as well.

Mr. Cassidy: You do that; but then you turn around and under the Premier's signature you publish something which says that subways with a capacity of 40,000 people per hour cost \$40 million a mile, and that's anticipating construction costs of two or three years hence. You are comparing 1972 prices of something that you haven't actually produced, and which therefore may suffer technological innovation on the one hand, against 1975 prices of a subway line.

Mr. Foley: I'm not sure that statement of those being 1975 costs is correct. I would have to check that.

Mr. Cassidy: I'm just saying that, roughly, they are talking of the Queen line of 10 miles for \$400 million which tallies with what you have in here; but that's not 1975 and 1976 costs.

Mr. Foley: Without projecting this discussion too far, I would like to point out that the question of a particular addition to a subway system, taking that on a per mile basis and saying that's the added cost to the system and therefore you divide it by the miles and that's what you get, ignores the fact that you have a basic system with built-in fixed costs that are now being written off over other parts of the system; and you also get extra vehicle utilization out of it. The real costs of a subway can't be found by taking a small addition to the line and dividing it by its mileage.

Mr. Cassidy: The Queen line is a brand new line which will not be integrated with the other lines according to the present plans, as I understand it.

Mr. Foley: No, I'm simply suggesting that if you are talking about writing off the fixed costs of maintenance yards and so on over that system, we must do the same thing here in order to get equivalent costs.

Mr. Cassidy: Over the entire system? Okay, you never gave me the cost of a maintenance yard anyway; I forgot to work that in. Can I ask what construction work has begun at the CNE on the TDS?

Hon. Mr. Carton: Mr. Allen will answer that.

Mr. F. Allen (Project Director, Intermediate Capacity Transit System): There are two contracts now advertised; one for on-guideway electrics, the other for foundation work. I guess they both close on Wednesday of this week.

Mr. Cassidy: Yes.

Mr. Allen: Nov. 7, I believe that is.

Mr. Cassidy: The foundation work? Have you settled the business about the trees, by the way?

Hon. Mr. Carton: I have the question on the trees. Do you want them tree by tree?

Mr. Cassidy: No, not really. Can you give me a three-word answer, Mr. Minister, which says yes, we have settled it? We are not going to take them down?

Hon. Mr. Carton: I don't know about the settling of it. There are some coming down, I do know that.

Mrs. Campbell: Oh, dear.

Hon. Mr. Carton: There are 65 to be cut; 17 relocated; 15 trimmed. Of the 65, 43 are

under one ft in diameter. It is my understanding that right from the inception Metro parks and Metro and our ministry and—who else was involved?

Mr. Allen: The CNE and the parks commission.

Hon. Mr. Carton: Right. The CNE was involved in this. There will be rehabilitation. We've taken pictures of the area before and feel that we've taken every possible step.

Mr. Cassidy: The slide show at the Science Centre said that construction of the track—this is what my notes say—I believe it said construction at the CNE site began in August, 1973. That's not correct is it?

Hon. Mr. Carton: Well, that was the official effort with the Premier; the ground-breaker.

Mr. Cassidy: I see.

Hon. Mr. Carton: At the official ceremony.

Mr. Cassidy: I see. But in other words no construction has begun yet. Has the province got an agreement with Metro Toronto yet about the use of the CNE site?

Hon. Mr. Carton: Oh yes. There was a contract signed, with the CNE actually. It is not Metro. It is the CNE, isn't it?

Mr. Foley: No, the contract is with Metro.

Mr. Cassidy: Has that been approved by Metro council?

Hon. Mr. Carton: Yes.

Mr. Cassidy: It has, eh?

Hon. Mr. Carton: Some time ago.

Mr. Cassidy: I want to turn to this question of markets. Can Mr. Foley explain to me the licensing arrangements in terms of the United States? What, if anything, does the Transportation Development Corp. get from any sales that are made to the United States?

Mr. Foley: Ten per cent of income.

Mr. Cassidy: Of which income, though?

Mr. Foley: Kraus-Maffei's income.

Mr. Cassidy: What does Krauss-Maffei's income consist of?

Mr. Foley: Any beneficial use that they make of the system, either themselves or by any third party in the US.

Mr. Cassidy: Does that mean that if they sell a car for \$120,000, for example, that \$12,000 comes up here?

Mr. Foley: No, it means 10 per cent of their income, not their sales.

Mr. Cassidy: So if they make \$12,000, we get \$1,200, is that right?

Mr. Foley: Not necessarily. Oh if they make \$12,000? Yes.

Mr. Cassidy: It's their profit or their excess of revenue.

Mr. Foley: It is any beneficial interest that they earn, or that any third party they delegate earns.

Mr. Cassidy: But it's not revenues from the sale of goods—it is the revenues from the sale of knowledge, in effect. Is that right? Or profit?

Mr. Foley: It can be either.

Mr. Cassidy: So it's royalties or profits.

Mr. Foley: Royalties or profits?

Mr. Cassidy: Yes, you get 10 per cent of either of those?

Mr. Foley: The problem with using the word "profit" is the definition.

Mr. Cassidy: Yes.

Mr. Foley: We have said "any beneficial interest" that they have; which includes profit among a number of other things which we could talk about, such as trusts and so on.

Mr. Cassidy: But it is not sales of product you get 10 per cent of?

Mr. Foley: Oh yes. No, you are right.

Mr. Cassidy: Okay, fine. Now, can you give me an estimate—between, say, 1978-1987, or some other time for which you have got some figures—of how much the value of sales of the Krauss-Maffei system in the United States might be, and what the benefit would be to this corporation?

Mr. Foley: No. I put a figure in our estimate of, I think, \$5 million over the whole period, which I considered the minimum figure to be realized. Because it is simply impossible at this point, over 12 years, to estimate the value of the US market. This was one of the problems that was incurred in trying to devise a licence agreement based on the US market. Because of a number of both

policy and political constraints in the US, we would be prevented in almost every case—and I think there is substantial evidence to suggest this—from exercising our own rights off-shore in that market.

Mr. Cassidy: Do you anticipate that there will be any market for Ontario manufacturers in selling components to the US?

Mr. Foley: Oh yes.

Mr. Cassidy: You do, eh? Do you have any estimate of what that might be?

Mr. Foley: No, I don't. I suppose we could talk literally for days on the alternative ways in which you might achieve a market penetration into the United States in various areas. These ways include various consortiums, and agreements on both sides of the border with some of the major corporations that have Canadian subsidiaries for specialized production. Until we get into licence agreements and until we get into allocation and the production capability of this, it would be impossible to determine what arrangements you might come to.

Mr. Cassidy: I see.

Mr. Foley: And this was simply a method of ensuring the government and the corporation had a capability to continually renegotiate that subject.

Mr. Cassidy: In your estimates of the market, which was one of the things which was given enormous emphasis at the conference at the Science Centre, the following figures were given: \$1.2 million for the Ontario market between 1978 and 1987; \$1.6 million for the remaining Canadian market; and \$3 million for the export market.

Mr. Foley: That's billion.

Mr. Cassidy: Billion, I am sorry.

Now, I presume the \$1.2 billion for Ontario relates to the projected lines that were put up on a map for the three major cities in Ontario. Is that correct?

Mr. Foley: That's to 1987.

Mr. Cassidy: Yes. Is that correct?

Mr. Foley: No, it doesn't relate totally to those. It is related to an estimate of the mileage that might be in those three cities matured to a 1987 status.

Mr. Cassidy: Okay—but I don't quite follow you.

Mr. Foley: All I am saying is, you can't take the miles on the map that was put out Nov. 22, price them all out and come to that figure.

Mr. Cassidy: Okay. But you are saying roughly that number of miles will be in operation in Ontario by 1987. They may not be on those routes but roughly there will be that many miles.

What cities in the rest of Canada do you expect to buy the system to account for a one-third greater mileage of Krauss-Maffei systems, or GO-Urban systems, to be built in cities outside of Ontario than will be built within Ontario?

Mr. Foley: Might I suggest that our licensee, Transurban Canada, was in Edmonton and Calgary last week and was asked by those cities to prepare proposals for implementation of the system.

The occurrence of the market has taken place at a pretty early stage, and I would suggest that Vancouver, Edmonton, Calgary, Winnipeg, Quebec, Montreal and a number of other points are eligible candidates representing this market for airport service and a number of other kinds of specialty services like that.

Mr. Cassidy: Well, they may be eligible candidates, but that's different from having a fish in the ocean and having it on the hook.

Mr. Foley: I am sorry, but regarding the estimate of the market, we haven't sold \$5.8 billion at this point in time. You are right; we haven't got those orders.

Mr. Cassidy: But, for example, Edmonton and Vancouver both have rail rights-of-way which make light rail on awful lot easier than perhaps it is in parts of Toronto. If they are looking seriously at those systems, and given the kinds of comparative costs of those systems, do you really think you will land the kind of contracts you need?

Mr. Foley: I am confident that we will be able to exploit the technology after its demonstration in the major cities of Canada, both in many cases as a trunk system and in other cases as feeders to even higher-density trunk systems, such as the subways in Toronto and Montreal.

Mr. Cassidy: To the extent of 100 miles of GO-Urban outside of Ontario over that 10-year period?

Mr. Foley: Over that 12-year period.

Mr. Cassidy: Over that 12-year period?

Mr. Foley: I don't see that is an unattainable forecast, no.

Mr. Cassidy: Is it an optimistic forecast?

Mr. Foley: Only to the extent that I might be optimistic. I don't think so. I think it is fairly realistic.

Mr. Cassidy: What about the rest of the world? Where are the markets? Your licensing rights basically extend to Latin America, I believe. What other parts of the world beside that?

Mr. Foley: The licence rights that have been defined in terms of a non-exclusive sub-licence relate to Central and South America.

Mr. Cassidy: Yes.

Mr. Foley: We have what we call favoured nation capability anywhere else in the world, with the exception of the European Common Market.

I haven't got a list of the various cities, but at the Science Centre I think you saw our exclusion of those markets of the United States and the European Common Market with what we call third world countries, including Australia, New Zealand, the Philippines and various African countries.

Mr. Cassidy: Well, one of the questions that needs to be raised is that presumably the construction costs of these things don't differ very much whether you are in Mexico, Melbourne or in Johannesburg—since the government wishes to deal down there—or up here.

Mr. Foley: I would suggest that civil engineering costs, particularly labour, vary substantially.

Mr. Cassidy: Yes, but only \$2 million a mile of your total system is in fact in civil engineering, isn't it?

Mr. Foley: I said labour costs also vary considerably.

Mr. Cassidy: Yes. I'm just wondering whether that \$3 billion is there or not; before 1987?

Mr. Foley: I suggest that's a very conservative estimate.

Mr. Cassidy: Okay I have questions about that. Among other things, Mr. Minister, it's part of the PR again. It relates to the fact that where obviously, say, Venezuela might

well be able to afford this system given what has happened to its oil revenues, most of the countries in the third world are going to have a heck of a time finding the kinds of money you're talking about in trying to meet your estimates. Do you want to cover that?

Mr. Foley: Yes, I would, because one of the concerns I think you have to suggest in making this a viable proposition is that Canada has a leading role to offer in its export credit capability.

In fact, we have had a number of major US and international corporations indicate they could easily locate in Canada. One reason for this is that our export credit situation in Canada allows long-term financing to less developed countries.

In addition, there's substantial funding of world bank and various international agencies for these precise purposes in transportation. And much of the transit investment in these countries is being paid for under those long-term capital programmes. Canada has been a favoured country in being able to obtain and exploit that kind of credit facility. And it's precisely one of the things that makes it attractive to use Canada as a base for this technology.

Mr. Cassidy: You talk about a \$3 billion market in these countries, but your figures also indicated that, for example, 30 per cent of the total cost of the Ontario system was in civil, 20 per cent in mechanical and 44 per cent in electrical.

Is it not correct that, given the fashion these days for co-production agreements and that sort of thing, in order to keep as much of the work at home, given Ontario's own insistence that 70 per cent of the value of the GO-Urban fee is produced in Canada—

Mr. Foley: On that figure, sir; may I stop you and suggest that 70 per cent relates to the TDS system, which is the demonstration system on the lakeshore, and the 70 per cent is not a contractual commitment in the licence agreement?

Mr. Cassidy: It's not.

Mr. Foley: No.

Mr. Cassidy: I'm asking now, in the ultimate system, when you get into an operational system, will the 70 per cent apply to that too?

Mr. Foley: No. Oh, in Ontario?

Mr. Cassidy: Yes.

Mr. Foley: No. Each of those contracts will be written at the time. In other words, the Ontario content will be written into a contract for the Scarborough line at that point in time.

Mr. Cassidy: Do you intend it will be less than 70 per cent?

Mr. Foley: I don't know. I wouldn't make that decision.

Mr. Cassidy: Mr. Minister, would you permit the Canadian content in, say, the Scarborough system to go down to 50 per cent from 70 per cent standard which is set in the TDS contract?

Hon. Mr. Carton: No, that wouldn't be the policy of this government.

Mr. Cassidy: No. Okay. I didn't expect you to say anything else. The point I'm making is that if you're talking about a \$3 billion market in foreign countries, that at least 70 per cent or some percentage similar to that is going to be built in those particular areas, because they are going to want some of that for themselves.

Mr. Foley: Yes, I think that the same day at the Science Centre you also saw a figure that showed net income to the corporation based on that market of \$46.1 million. I apologize for the one, we should have rounded out the figure and given \$46 million.

The \$3 billion is a market. It doesn't necessarily mean, and never has been stated, that that \$3 billion would be total industrial production in Canada. What we're saying is that Canadian firms should be leading in production and delivery. Obviously it wouldn't make sense to build a system in Caracas and take concrete from Ontario.

Mr. Cassidy: Yes, except the figures given, and I have a figure here, which if you work it out, would indicate the kind of thing I'm talking about. It was stated there would be 27,000 jobs if all the sales projected were actually achieved.

Mr. Foley: Not in Ontario, in Canada.

Mr. Cassidy: Pardon?

Mr. Foley: In Canada.

Mr. Cassidy: I presume that would be based on that \$6 million market figure. But that assumes, with the value added per worker around \$15,000 or \$20,000, including

the cost of materials and so on, that assumes almost all the work on projects in Caracas or Melbourne or wherever else you go, would be produced in Ontario.

Mr. Foley: We have a substantial flow of people involved in transportation projects overseas right now which creates jobs for Canadians; but that doesn't mean that the job is resident in Ontario.

Mr. Cassidy: No, okay. But the 27,000 job thing—which came out of, not of you I'm sure, Mr. Foley, but your PR and economics people—assumed that not one of these countries abroad is going to insist that a very substantial proportion of work be done in their home country rather than being done here in Ontario.

Mr. Foley: It's quite the opposite, sir. We have recognized from the start that the licence agreement must give us the capability to deal with other governments in the same manner that we dealt with Krauss-Maffei.

Mr. Cassidy: Okay. I'm just saying that your PR people are gilding the lily again, and are trying to suggest something that isn't there.

What's the noise standard set by the TTC in its specifications for the most recent subway lines, either Spadina, or the Queen St. subway line?

Mr. Foley: I don't know the answer to that question. I can get it for you.

Mr. Cassidy: I would appreciate it if you would check because I think you would find that it was down around the 60 decibel level. They are now convinced—and they have a lot of experience with this, they have the least noisy subway of any system in the world, I think—that they can make it quieter still. What is the noise standard for the GO-Urban system?

Mr. Foley: A total of 45 decibels; and you recognize an exponential rate of growth of—

Mr. Cassidy: Either way, though, 60 decibels is something around my tone of voice right now, I think, isn't it? There are some who say it is higher, but—

Mr. Foley: I would rather not argue that point.

Mr. Jessiman: There is a difference of qualities.

Mr. W. W. Bidell (Assistant Deputy Minister, Planning, Research and Development): The system is 45 db(A), which is lower than

the ambient noise level you will find in the community.

Mr. Cassidy: Yes, okay; but my point is that although 60 decibels may be almost double 45, either way it is an awful lot different than riding on the Moscow subway or riding on one of the New York lines which has a level of 80 or 90 or 100 decibels. Am I not correct that in fact subways can be built with something approximating the same kind of noise level that you are anticipating for the GO-Urban system?

Mr. Foley: I don't think so. I know there is a lot of work going on on steel rail noise abatement. I also recognize there is a very real difference between a prime maintained subway car and the noise that it makes, and curvature and gradient restrictions in order to get those kind of noise levels, than there is with one that has been in service for some time, which isn't a problem that we will have.

Mr. Cassidy: Okay, I think you are familiar with some of the studies which suggest that the TTC—which is a damn fine transit system—

Mr. Foley: You are right.

Mr. Cassidy: —has done a very good job of keeping close to the original specs on the noise level, is that correct?

Mr. Foley: I understand that is correct, yes.

Mr. Cassidy: Okay. I have one final area to question and then I will subside for a while—which may make you glad, I don't know.

This is directed to the minister first. Mr. Minister, what on earth were you talking about when you said there was no report about a new transit network which was being tested, and that you confessed total ignorance on the part of the Joint Technical Transportation Planning Committee and so on? We had that exchange of questions. I don't have the transcript in front of me—

Hon. Mr. Carton: This was the report mentioned in an interview with a reporter?

Mr. Cassidy: Yes.

Hon. Mr. Carton: A chap named Parkinson?

Mr. Cassidy: Yes, Tom Parkinson.

Hon. Mr. Carton: There was no report.

Mr. Cassidy: Well, what is it that I have here, and why was this passed by the Joint Technical Transportation Planning Committee?

Hon. Mr. Carton: It wasn't passed by the Joint Technical Transportation Planning Committee. In fact, I read a letter in the Legislature from the chairman of the JTTPC technical people denying it. I read that into Hansard.

Mr. Cassidy: The proposed transit configurations were presented to be analysed, and as you know this was only the second set of analyses after the initial runs on the GO-Urban network that have been proposed by the province, and it was explained and then it was okayed. No objections were raised to the proposed network—

Hon. Mr. Carton: That is not so.

Mr. Cassidy: —and the people included Mr. Bidell; and Mr. Johnston, I think it is; and Mr. Kearney from the TTC MTC.

Mr. Bidell: There is no report such as this that came before the JTTPC for approval.

Mr. Cassidy: You mean before the committee consisting of the minister, the Metro chairman and—

Mr. Bidell: Oh no. No, no, our JTTPC.

Mr. Cassidy: You were present, weren't you, at this meeting? I have the minutes right here. Are you familiar at all with Mr. Parkinson's concept, the one that was presented for analysis?

Mr. Bidell: Yes, that is simply his—

Mr. Cassidy: Was it put—

Mr. Bidell: —his conception as input into this whole process of the Metro plan review, but there was never any report that was before JTTPC for approval as you put.

Mr. Cassidy: Okay, well there was a draft memorandum, right?

Mr. Bidell: Well there is all kinds of paper—

Hon. Mr. Carton: There could be 100 memoranda.

Mr. Cassidy: I don't know why you people keep on with this line. Let me go through it again.

Am I not correct in saying this, that using the computers and the transportation model and that kind of thing up at Downsview, a

run was taken on how the projected GO-Urban system would work; is that correct?

Mr. Bidell: Yes there was a run such as that.

Mr. Cassidy: Now, am I not correct also that given current land-use planning for the region, this indicated that the loading along the projected Finch Ave. line was so low as to be absurd, and that loading along the Queen St. corridor was so high as to require two rather than one GO-Urban line; and therefore you suggest very seriously that you didn't want GO-Urban down there.

Mr. Bidell: These were preliminary runs that were made on the system that was devised or contained in that Nov. 22 announcement. But this is going to be but one of very numerous runs that are going to be made on all kinds of alternatives.

Mr. Cassidy: When was that run done?

Mr. Biddel: That precise run?

Mr. Cassidy: Yes.

Mr. Bidell: It was done in the last few months I suppose; I can't give you an exact date.

Mr. Cassidy: How many runs have there been since then?

Mr. Bidell: I can't give you that information off-hand, Mr. Cassidy, as to exactly how many runs there were. The JTTPC has not even reviewed the various possibilities or potentials of the alternative configuration of systems to run, but some of the preliminary work was done on that system as one of the systems to be considered in the interest of time. The final configuration of the alternative systems to be tested has never been before the JTTPC. All that has been done so far is a lot of preliminary investigation and opinions, and so on and so forth.

Mr. Cassidy: I see. Who was the senior representative of the TTC present at that meeting, and who is the senior representative of the TTC on the planning staff working on the Metro plan?

Mr. Bidell: What meeting are you referring to?

Mr. Cassidy: Well at the technical level, the joint technical—

Mr. Bidell: There are all kinds of meetings that go on—there are sub-technical meetings that go on.

Mr. Cassidy: Well, this is nonsense. I'll just leave this line of questioning, Mr. Minister.

The information that I have, very simply, is that the senior technical committee includes deputy ministers, includes the chief engineer or planner from the TTC, the general manager, and includes the senior people who work with the Metro planning bureau, which is the senior operating arm of the JTTPC. It meets about once every two weeks, I think, and while there may be any number of other committees meeting, this one has a fair amount of substance.

And it is also my information that you've only had one computer run on transit possibilities for Metro Toronto. This was the one which indicated, as I suggested, some severe problems with the GO-Urban system in two of the projected major lines. A set of alternatives was put up by Mr. Parkinson, who happens to be the senior TTC representative on the Metro plan review, and according to these particular minutes the thing went through in a few minutes. It was accepted that it would be analysed, that it would be, in other words, the second run. It therefore indicates very clearly the line of thinking that is developing within the technical people who are operating under the JTTPC.

Hon. Mr. Carton: If I can make a parallel as I understand it—and I'll let Mr. Bidell answer because I wasn't there. They don't really require my presence for the technical aspect. But if I can parallel it: We have select committees in this Legislature and there are all kinds of people who present briefs and make recommendations, and they are accepted by the select committee. In other words, they are taken into the mill for consideration. What's the difference? Do you accept everything that comes before a select committee?

Mr. Cassidy: No.

Hon. Mr. Carton: Did the Hydro inquiry accept everything that came before? It was just input from—

Mr. Cassidy: Yes, I don't accept—

Hon. Mr. Carton: And this was Mr. Parkinson's input. Now that's my understanding.

Mr. Bidell: That's correct; and before the final analysis in the Metro plan review is finished there are going to be a lot more runs. We can't turn down anybody's ideas, but the way you presented it was that the

committee reviewed and approved his recommendations.

Mr. Cassidy: For analysis; not as a final kind of word of God.

Mr. Bidell: Yes, but the context in which it was put, it was approved as a final—or we approved his findings.

As input into the total process of investigating every possible alternative for a Metro system, yes, and there will be many more inputs other than what Mr. Parkinson has indicated.

Mr. Cassidy: There will be other inputs?

Mr. Bidell: Yes. The TTC, for example, had a plan that it published some time ago expressing its ideas which were different again from what Parkinson has said when that plan was published. We are going to test that one as well. There are any number of alternatives that will be tested.

Mr. Cassidy: If you look at the plan of the TTC you'll find, in fact, that it's almost identical to what has been suggested here, although there were a number of suggestions that were in addition in the proposal that went through the JTTPC. I'm just trying to find it here. The difference between this particular thing which was published by the TTC in February, 1973, and this one here, which is what you saw at the JTTPC, is that the Finch Ave. line has been taken out on the grounds that your computer runs indicate that it simply won't have the volume to justify doing it and there are many other things you can do with it instead.

Mr. Bidell: That run was based on other assumptions that had to be made in a system which made that Finch Ave. figure come out the way it did. Some other configuration in the system within the Metropolitan Toronto area might very well alter that Finch assignment quite considerably.

Mr. Cassidy: I'll tell you what those are. Very specifically, the assignment that might make the Finch Ave. line work would be an extension of Metro Toronto's boundaries northward for another two or three miles. That, in turn, means you're simply throwing out the window one of the major elements in Metro Toronto's planning over the last 20 years and one of the major elements in the Toronto-centred region plan in order to make this particular GO-Urban system work or in order to justify your choice of the Finch Ave. line.

Hon. Mr. Carton: In all fairness, and correct me if I'm wrong, in the proposal that was on this plan I recall seeing a dotted line across Finch, saying this is a line that may be projected in the future. There was no suggestion that this would be put into operation or under construction with that system. Am I correct or am I wrong?

Mr. Bidell: It was a dotted line but you wouldn't necessarily—the boundaries—

Mr. Cassidy: Every line was dotted, really.

Mr. Bidell: —between Metropolitan Toronto and other political jurisdictions do not necessarily have to have any effect on the amount of demand that a system such as this would have along the Finch Ave. line. It's a matter of where development takes place and what other elements in a system you have.

One of the things that this run did not take into account, but will be taken into account before the Metro plan review is finished, is the possible effect of the airport and the North Pickering community. That run was made on the complete acceptance of, if a system like this were to be built, what would be the assignment to Finch Ave. If you change the parameters of the system to be tested this could alter the assignments very considerably, not only for Finch but for every other line.

Mr. Cassidy: Well, that depends. What's happened, though, is that the plan which is being analysed right now—and the TTC is obviously not without clout in the whole business of transportation planning for Metro Toronto—has at a stroke eliminated about half of the projected lines of GO-Urban for the—

Mr. Biddel: No, I don't think so. I don't think that's right at all. In the final analysis, after all the different alternatives are studied, it may eliminate some of these lines or it may not. It may be to premature to say anything in regard to whether this proves that or it proves that because—

Mr. Cassidy: No, the question it raises in my mind, Mr. Minister, is this: That you have put an awful lot of eggs in one basket and this is without even making a judgement as to whether or not the basket will work.

One assumes that if you have to draw it with ropes—even if Kirk Foley has to go there with a rope and stick it underneath the CNE and pull the GO-Urban cars to make them work in August and September, 1975, before the next election—one way or another you

will have cars running down at the Exhibition. It may do nothing of what you say it will. You may have to put pretty pictures with films against the screen to give people the illusion of movement as you have done in the simulated cars right now. All the same, something will be going down there at some cost.

Hon. Mr. Carton: As one of our critics said, we'll make it work, and it will work.

Mr. Cassidy: Yes, I know. No expense is too great for the Conservative government to make that system work either. Let's make that clear, too. If we have got a \$25 million or \$30 million a mile system at that time, we know darn well that the government will be talking about the fact that Kirk Foley's blokes made it work and not about the fact that it was escalated beyond sight or that it had proved inappropriate for the transit needs for most cities in the province or other parts of the country.

Now that is a possibility. Obviously the jury is still out on some of this stuff, but we are concerned. I would express a concern about the degree of emphasis which has gone into this. I would also express this concern, and I'll just report this to you, Mr. Minister, as the friendly remarks of a colleague—

Mr. W. Newman (Ontario South): The eternal pessimist.

Mr. Cassidy: —there is a tremendous resentment anywhere outside of 20 miles from Metro Toronto about the fact that \$750 million is going into this transit system in Metro Toronto. There is a tremendous kind of resentment about this kind of concentration on the needs of one area at the expense of the rest of the province. It is seen as that, both in terms of the transportation needs of the rest of the province and in terms of the social, economic and political priorities of the rest of the province.

You are clearly very committed to it and you are not going to shake from that particular line, but I want to tell you that every day you go on in this particular kind of direction, you are losing support out there away from Metro, and there is no particular sign you are even gaining it that much here. If you were, then you wouldn't have to spend \$300,000—more, I might say, than the operating budgets of our party and the Liberal Party combined probably over the course of a year—around the province just in order to get over this credibility problem which you yourself have created.

Hon. Mr. Carton: As I mentioned, to date \$119,000 has been spent, simply to inform the public that what they are hearing in the Legislature is incorrect. There is not a \$1.3 billion programme to do with urban transportation in Metropolitan Toronto. As I pointed out earlier, in fact, there is \$7 million in this budget, and \$3 million has been spent to date. There will be \$17.5 million spent in total on the TDS and not a dime spent further until that is, in fact, successful. Let us suppose that the worst came to the worst and all your prayers were answered and the system didn't work—

Mr. Jessiman: He's cynical about the system.

Hon. Mr. Carton: —we are talking about \$17 million not \$750 million.

Mr. Cassidy: But let's suppose, which is more likely, that we find that the system works one way or another, but it's too fancy and it has too much elaboration and sophistication built in for what we actually need, and we could do an awful lot better with a much simpler kind of system and we could build it cheaper and get transit into place much more effectively in other ways. Suppose also your government was committed to a system that by then was costing \$20 million to \$25 million a mile and you went ahead and did it. Sure, we would have transit of one kind. It might be better than nothing at all—in fact, it probably would be—but the cost or the kind of aggrandizing which the minister has gone through would be something that would be borne in perpetuity by the people of the province.

Mr. Chairman: Does that complete your questioning, Mr. Cassidy?

Mr. Cassidy: Yes, thank you.

Mr. Chairman: Mrs. Campbell.

Mrs. Campbell: Yes, Mr. Minister—

Mr. Chairman: Or had you forgotten?

Mrs. Campbell: I had almost forgotten I was next. I would like, first, to make a comment, following on that of Mr. Cassidy. I want to state my concern about the expenditure of moneys in a PR project which purports to give information, which even by the questioning here today is not factual and apparently can't be based on anything other than maybe, and if, as and but, and the people don't know it. When I compare it to the kind of money available for services to people by this government, I am deeply distressed.

Then you ask for a breakdown of the \$12 million to \$13 million per mile which seems something I don't understand. I am rather used to getting straight answers to questions from people who purport to make estimates. I didn't know it was a guesstimate at the time. It may be an educated guesstimate, but as I go through the figures, as Mr. Cassidy has, I am shocked beyond words at the kind of impression given by this PR to the people of this province and certainly the people of this area, as it pertains to this project.

I think this is one of the things, Mr. Chairman, that is causing people to have grave doubts. It may well be that this is a good system but at the moment, with the mish-mash or lack of actual facts, there is a great deal of suspicion in the minds of people. If you know something, it seems to me that the people are entitled to know it too.

I raised a question in the House to which the minister has made reference. At the time I spoke, he said he was unaware that any such request had been made or that anyone had rejected them.

If I may, I would like to state for the record that there were two separate occasions when the people at meetings asked to have public technical meetings held. The first time was on Sept. 11, but this request was rejected by Jim Kearney, the Scarborough route study director. The second time it was rejected, by Ian Campbell—I don't think he is a relation—was after a meeting on Sept. 17.

The minister no doubt will clarify that, because this is my information and I believe it to be accurate. It is a fact—

Hon. Mr. Carton: Could I interject and have Mr. Bidell answer?

Mr. Bidell: Yes, the reason why Mr. Kearney and Mr. Campbell both said what they did was that the intent of those public meetings was to discuss the selection of route alternatives and not the technical aspects of the system. We did say that we would be willing to discuss the technological aspects with anyone at any time. But the public meetings were called specifically for the selection of alternative alignments, and that's what Jim Kearney said at that meeting, Mrs. Campbell.

Mrs. Campbell: Well, Mr. Chairman, it seems to me that this is one more example of the way in which this government consults the people.

People come to a meeting because they are concerned about proposals of this government. When they get there they ask for public meetings to be held on specific mat-

ters, and this has been denied. It is true that at both of these meetings, as I understand it—and I was not present at either of them—that some technical questions were answered, but they were very simple in nature and there were people present who would have liked to pursue it.

It seems to me that if you're spending these people's tax dollars to try to pretty up a picture, you might at least have the courtesy to answer them and to see that they do have the meetings they want so they don't get the same kind of lack of facts that we've had here tonight and so that they too may understand exactly what it is you're trying to put over on them. I think this is what people feel and I am sorry to say it, particularly of this minister whom I have known for a long time.

Before I get into some of the more technical aspects of this matter—and I am not a technician; I certainly know very little about the technical aspects of transportation. I am aware of the fact that the TTC have had problems on some of their subway alignments, including the Y and the famous debates on that; even the TTC may find itself changing its mind or its thrust as time goes on. But before I get into that, I want to clear one of the simpler aspects of this matter.

Mr. Cassidy has referred to the matter of the trees. It is always interesting to me to see that this province and Metro can denude the city of Toronto's land. I mean parks located in the city, whether they belong to Metro or not, or to the TTC. They will chop their way through them without regard for the cost to people in this kind of an operation.

I suppose that one may say that on occasion one has to do this sort of thing for progress. But when we don't know too much about what this is going to indicate, it is of concern to me. Perhaps while we are dealing with that I might have some explanation as to what changes there are to be in the alignment of Strachan Ave. Where are the pylons going to be placed on Strachan Ave. and who is paying for the work that has to be done in that area? This is before I get into something a little more complex.

Mr. Allen: Any costs of the revision on Strachan Ave. are costs attributed to the TDS project, so I would assume that it would be this ministry.

Mrs. Campbell: Were they in the original estimates or did you catch up with it later?

Mr. Allen: That work is being bid. The civil work in TDS is on a bid basis and the contract that includes that work is not yet called.

Mrs. Campbell: I asked the question, Mr. Chairman, whether that was part of the ministry's original cost analysis or whether it was something the ministry found out about later on. Could I know at what point it caught up with that cost?

Mr. Foley: Mrs. Campbell, within the cost estimates on TDS—and it is in the contract which was available—

Mrs. Campbell: I am sorry, I haven't seen it. I would like to.

Mr. Foley: I will make some available to you.

Mrs. Campbell: Thank you, I would like to see them.

Mr. Foley: There is a \$10 million fixed cost which is contractually committed for specified things. When we announced the selection of the system, we suggested that there was roughly six point-something million dollars for civil engineering costs which included what we called ground clearance, site adjustments and utility relocation. So that within that—which wasn't a fixed cost under the contract—it is a cost yet to be bid. That was our estimate of all of the costs on civil engineering, plus utility location and site adjustments.

Mrs. Campbell: All right. And has anyone done any kind of an analysis as to the traffic patterns at that point after this change is made? Is there any traffic analysis as far as the city is concerned? That point happens to be probably one of the most congested areas anywhere, and I would like to know what the ministry is going to do about it.

Mr. Allen: Would you enlarge on the question? Because the crossing of Strachan that I know of is immediately adjacent to the Hydro transmitter station. It is a road within the CNE. It is not a heavily travelled road at all. Is that what you are referring to?

Mrs. Campbell: The Strachan Ave. portion does not have to be realigned? There is no change there?

Mr. Allen: Are you referring to the extension of Strachan which I would consider to be the Lakeshore, where the guideway

crosses the Lakeshore? Is this what you are referring to?

Mrs. Campbell: I am referring to Strachan Ave. as it has been discussed with Mr. Barden of the city department of works.

Mr. Allen: You see, Strachan Ave. per se—that is, Strachan Ave. running north and south—is not affected by the TDS work.

Mrs. Campbell: All right. At what point is it affected?

Mr. Allen: The guideway crosses the Lakeshore Rd., which you might consider to be Strachan if you projected Strachan to the south. It is coincident with the Lakeshore Rd. It crosses there and the Lakeshore Rd. is being widened at that point to the Metro's future plans for that road within our work.

Mrs. Campbell: I see. And the ministry is bearing all this cost?

Mr. Allen: We haven't negotiated the completion of that work yet with Metro. As a matter of fact, we are waiting for their road design before I could answer that question. We only have the span that we require to cross at that point and we are awaiting Metro to design that which it wishes to have as its eventual road design at that point.

Mrs. Campbell: When the city of Toronto says that it anticipates the work you will do on a city street—namely, Strachan—will be at your expense, it is being deluded? It is at the expense of the Metro area and the Metro roads?

Mr. Allen: It is not a city street. This is what I was trying to—

Mrs. Campbell: Strachan is.

Mr. Allen: Not at that point it is not. This is why—

Mrs. Campbell: All right. This is what I am asking: Why did you consult with Mr. Barden at all if that is the case? Why did he believe that you are supposed to be paying the city's portion?

Mr. Allen: The work that we discussed with Barden, for which we would be picking up the entire cost, is the relocation immediately adjacent to the Hydro substation, which is on the east-west section of road and is for this ministry's account. That is separate from the Lakeshore road crossing; economically and geographically separate.

Mrs. Campbell: I was really asking about the city's portion and not about Metro's portion.

We have pursued the matter of the breakdown of the \$12 million to \$13 million. I have taken your figures and I would like to know precisely how you arrived at that estimate of \$12 million to \$13 million since it seems so difficult for us to get the answers on a specific breakdown. When somebody dreamed up this figure, what did they have in mind, if anything, that they gave out as public information?

Mr. Foley: As I stated, Mrs. Campbell, each of the components can vary tremendously depending on how you incorporate it into a system—

Mrs. Campbell: Excuse me, Mr. Chairman, I have heard that and I really am not prepared to sit and have it repeated. The figure of \$12 million to \$13 million per mile was given out as the figure. I am anxious to understand, if you will please just explain to me—did we draw this figure out of a hat, from the air, or on what were those figures based? That is what I want to know and I really don't want to know about what it could be. What did you have in mind when you came to that estimate?

Mr. Foley: I don't think I can answer that any differently from the way I already have, Mrs. Campbell.

Mr. Chairman: Mrs. Campbell, I think it is very obvious to this committee, which has sat here all afternoon and evening, that the civil servant here has endeavoured to the best of his ability, which I think is tremendous, to give concrete answers.

Mrs. Campbell: Mr. Chairman, I am not questioning his ability. I am concerned only with one thing and that is that the people don't know—

Mr. Chairman: Well, to suggest that a civil servant pulled some figures out of thin air or out of a hat, I think, borders on abuse.

Mrs. Campbell: I am sorry, Mr. Chairman. It is that I ask the question and the answer is that they can't answer. That is the figure which is going out publicly and this is a deep concern of mine when this sort of thing is given to people and we can't find out even on what it was really based. What we are getting here is "It might be this kind of a station or that kind of a station." All I want to know is what kind of a station did they have in mind when they came up with this

figure? If that is abusive, Mr. Chairman, I am afraid I think we are being a little sensitive.

Mr. Chairman: No, I wouldn't say that, Mr. Campbell. Earlier in the evening—

Mrs. Campbell: It's Mrs.

Mr. Chairman: Did I say Mr. Campbell? I am sorry, Mrs. Campbell.

Mrs. Campbell: Thank you.

Mr. Chairman: I wouldn't say that, Mrs. Campbell, because—

Mrs. Campbell: The metamorphosis hasn't shown as yet.

Mr. Chairman: —I think that in the dialogue that went on between Mr. Foley and Mr. Cassidy a lot of this ground was covered and he gave very detailed answers. If you were listening—

Mrs. Campbell: I listened and took them down but I took it that Mr. Cassidy did ask for the breakdown as they had it and that it was not forthcoming. He gave his own specific questions on specific items and he did receive some answers. However, I won't labour the point. I just want to draw to your attention that the public is asking this question. They are asking us, and we will have to give them the answers that we get from you.

I regret I wasn't here this afternoon. It is very difficult—I don't know whether it is peripatetic or phonetic, or maybe it's both—trying to be in several places. But I wonder if there was any comment on a statement made by the Minister of Energy (Mr. McKeough) in a recent speech. Was that questioned this afternoon? These were remarks made by the Hon. Darcy McKeough to the Institute of Chartered Accountants. I would like a comment from the minister on the part where he says:

Let me add one thing, however. When the time comes for me to inform the Premier that there is not going to be enough energy, now or at any time, to make his new transit mode work, that will not only be not funny, it will be a Greek tragedy at its best.

Has there been any explanation of that statement?

Hon. Mr. Carton: I had never heard it, Mrs. Campbell.

Mrs. Campbell: Well, perhaps we might look into it because as a practical human being, I would like to know whether he is

right or wrong, before we find our tortured way through all of this detail.

I take it, too, from the descriptions which have been given, that it is going to require people to be pretty nimble to get around on this system. I am just wondering what revision, if any, is in the estimates to make it a working proposition for people who aren't so nimble? For people who are paying through their taxes for public transit and who may not ever be able to use it? Has there been any thought given to those who might have difficulty in trying to use this mode of transportation?

Mr. Foley: Mrs. Campbell, the dwell times recorded are identical to the subway. We have given consideration, even at the Lakeshore, in terms of ramp access to stations. Some of the concerns we have about elevated stations are exactly that. How do you transport people two floors without systems of elevators or escalators or problems with wheelchairs and so on? There is a lot of consideration being given to how to vertically transport people. But as far as having to be very agile is concerned, the average dwell time is exactly the same as the subway. Now, you may not agree that that is sufficiently long, but it is the same.

Mrs. Campbell: I see. And yet in an earlier question, as I understood it, you were not clear in your estimate of costs as to whether or not you would be having escalators, and if you were, where. All of this, in other words, is still to be determined?

Mr. Foley: What I suggested—I think in answer to your question—was that one of the real considerations in terms of station design is to be able to handle that kind of situation. That is one of the disadvantages of stacked stations. At-grade stations eliminate that because they provide a walk-through situation.

Mrs. Campbell: Yes, you mentioned that.

Mr. Foley: Until you have some specifics as to the grades, or even the topography and soil conditions and so on at a particular site, it is difficult to plan exactly how you will move people. We have looked at escalators and ramps in terms of their feasibility to transport handicapped people, particularly. The elevator doesn't appear to be a particularly attractive method because of its stop-start.

Mrs. Campbell: Could I know whether or not any portion of the costs given—the \$12 million to \$13 million per mile—gives consideration to just this kind of thing?

Mr. Foley: Specifically and solely for that, no.

Mr. Chairman: It being 10:30, we will adjourn until 3 or 3:15 tomorrow afternoon, providing the minister is able to return from Sudbury. I understand he has got to be there tomorrow morning. If he doesn't get snowed in or fogged in, he expects to be back by 3.

Mrs. Campbell: Maybe that would be a good time to find out the transportation needs of Sudbury.

Mr. Chairman: I might mention that under vote 2201, item 8, we will be dealing with communications and the ONR.

Mr. Cassidy: That's under this same vote, Mr. Chairman?

Hon. Mr. Carton: Under this same vote.

Mr. Chairman: Same item.

The committee adjourned at 10:30 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION
Third Session of the Twenty-Ninth Legislature

Tuesday, November 6, 1973
Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, NOVEMBER 6, 1973

The committee met at 3:10 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

On vote 2201:

Mr. Chairman: Last night at closing time we were discussing vote 2201, item 8 and as we wound up Mrs. Campbell had the floor. Mrs. Campbell, have you further comments?

Mrs. M. Campbell (St. George): Yes, indeed I do, Mr. Chairman.

Hon. G. R. Carton (Minister of Transportation and Communications): I wonder if I might interrupt for one second, Mr. Chairman? In order that the members of the committee may have the figures that were given last night as to the estimated cost of the new mode, I have several copies here and I think we could pass these out to the members.

Mr. Chairman: Mrs. Campbell.

Mrs. Campbell: Yes, Mr. Chairman. There are a couple of matters which I would like to recap before going on today.

It was drawn to my attention, first of all, that I appeared to be concurring with a statement made by the minister with reference to Metro and the Spadina Expressway. As is usual, there was a half-truth in what he said.

I would like to clarify the position that Metro in 1969 did extend time to permit the public to be heard, particularly in view of their concerns for the rape of assets in Toronto by both Metro and the provincial government. But there was no decision, of course, in 1969, to cancel Spadina. Nor was there any subsequent decision. And I was referring only to their position on recapping.

Hon. Mr. Carton: Well, I had no answer to that.

Mrs. Campbell: No. Well, I thought we had better get the record straight.

Secondly, with reference to a statement made by the chairman, I would like to make my position abundantly clear. And it is now easier for me to follow with these new estimated costs and I appreciate receiving them.

I would like to say at the outset that as a layman in these matters I am constantly amazed at the experts who can come up with figures concerning a project with these variables, as has been discussed. The reason for my concern, if I may put it this way, is this: At the public meetings these figures were given to the public. The expected costs were broken down in this way: \$3 million for guideways—last night we were told \$2 million—\$750,000; for command and control—this seems to be a bracketed figure and I am not clear about that—\$6 million for rolling stock; \$1.2 million for power distribution; \$1 million for station. Total \$11.95 million.

My concern, and I would like to make it clear, is not that the figures are not subject to change with someone being as cautious as has been indicated last night, but that the tax dollars of the people of this province are being spent to promote a project, even to the extent of children's games at the exhibition and elsewhere, with figures which are purported to be accurate figures. Yet, sitting here last night we saw a very clear example of the fact that they are not accurate in the sense that they are definitive for all purposes. If Mr. Foley has any comment on these discrepancies I would wait at this point for him to give me that answer.

Mr. K. Foley (Executive Co-ordinator, Urban Transit): Could you give me the numbers that you've read out?

Mrs. Campbell: There was \$3 million for guideways.

Mr. Foley: Yes.

Mrs. Campbell: I suppose if you are talking about the highest range you are not too far out. There is no breakdown, as I understand it, between the lowest and the highest range in those figures.

Mr. Foley: Would you like me to deal with them one at a time? You have some others. I was going to take them all at once.

Mrs. Campbell: Yes; \$750,000 for command and control; \$6 million for rolling stock; \$1.2 million for power distribution; \$1 million for station; total \$11.95 million.

Mr. Foley: Might I deal with the guideway figures which, as I tried to indicate last night—to give you some idea, again, I am trying to put this in a context and not appear to have everything variable. In order to get away from a lot of the changes that can happen on one system versus another, we have simply taken an 85-mile context. In other words, assuming this is the amount of mileage that you might put in Ontario, what kind of production models you would get out of that.

That is what these numbers represent. If you take the Scarborough alignment it will change at that point. That is what I am trying to indicate with the range as well, in that the \$2.5 million to \$2.9 million are guestimates, if you want to use that word, of the mixture between elevated and non-elevated guideways. If we had to have a system that had totally elevated guideways I would suspect we would be at the very upper end of that range and might exceed it.

With the vehicle costs that we have got in the range, you can see they run from \$5.75 million right up to \$9.2 million per mile. Again, without trying to apologize too much for the variables that we get into here, we don't know what an inverter will cost us to produce at that kind of production range. We set ourselves a wide range. We have had K-M estimate this; we have had the Ministry of Industry and Tourism estimate this; we have had experts from various companies try to give us a hand and that is precisely the variation that we find in vehicle costs.

It also suggests that there are things that we have options to do. For instance, air-conditioning in the vehicle may or may not be an option. The fact is if you remove air-conditioning from the vehicles—and for instance the TTC specifications wouldn't require that; other cities in Canada might; other cities in Ontario might—that gives you some capability for range in this same thing.

Dealing with station costs, I have tried to indicate that that cost is so flexible; it can range from a platform to an enclosed station. There is another effect there which gives you a difference in the vehicle costs. That would be, do we really require elevator-type doors

with both inside and outside door closing on the station? If that is the case, if you put those in in every single station, you will both increase your vehicle costs because you have got further command and control elements built into the vehicle, and you increase your station costs. There is a good deal of that mileage where that kind of system wouldn't be required. What we are trying to do by setting out these numbers now is indicate that those are the variables in the range.

Now, on the command and control system, the \$750,000 can be a figure that we could estimate for the Scarborough alignment, or for an alignment in that part of Toronto. It's bracketed here because we've tried to take the average command and control cost per mile based on that 85 miles of track in three cities. That means that basically you have three command and control systems.

The \$1.2 million power distribution is a factor that it is almost totally related to station spacing; whether we would have a substation located at every station, or whether we would have substations located at every other station. And that will depend on whether the stations are a mile apart, or three-quarters of a mile apart, or two-thirds of a mile apart. So, basically what we've said is that the figures that were given there are within the ranges we have on the paper. In our estimation, and this is a technical judgement, we will not hit the lowest range on that piece of paper. If we had some very efficient production techniques, particularly in the propulsion system, we feel confident that we might begin to approach those figures. We also feel very confident that we won't be in the highest range. And what is on the right-hand side of the paper is what we expect to be paying on a revenue system averaging 85 miles of system over three cities—without trying to get into definitive answers about what the stations have to look like in every case.

I would suggest that the numbers that you read out, with the exception of the command and control system, fairly represent the kinds of ranges we're talking about. The command and control system, and I can't apologize for this, is a very difficult number to arrive at because it's a fixed cost depending upon the numbers of miles in the total system. It might be that it does approach \$750,000 in some systems.

Mrs. Campbell: Mr. Chairman, I thank Mr. Foley for the answers. I think this demonstrates my concern. This ministry has had public meetings in Scarborough. Granted those meetings were to discuss routes, but it is in-

comprehensible to me, Mr. Chairman, how you can expect the public to intelligently or intelligibly assess routes when all these variables are before them; when they're given as reasonably fixed figures—the figures before us last night—that do not include such things as the maintenance yards, or land acquisition.

Mr. Chairman, my concern is that the public is being misled by the type of PR that is being sent out by this ministry, and that none of us is in a real position to assess the picture. I could see people taking different attitudes about routes; whether they should be elevated or not; and the kind of station design to have, yet throughout there has been this sort of fixed statement that this is the way it is. I won't say you've put forward a guarantee, but it's at least a very firm statement as to costs and, of course, as to performance. This was the reason, Mr. Chairman, that I spoke as sharply as I did last night and I would continue to do so.

There is one other matter which I touched on last night and which I would like to get out of the way. When we asked for separate meetings to discuss the technical aspects we were refused. And it was explained that this was because they were holding group meetings. However, I have now checked and found it was the chairman, Mr. Berger, who suggested that they should be, or might be, separate meetings for this technical discussion. It was his suggestion, or request, or whatever that was denied both by Mr. Kearney and by Mr. Campbell. If there is any comment at that point I would be delighted to have it, otherwise I will press on.

Hon. Mr. Carton: I am sure that there are others who have been at the meetings that can reply, Mrs. Campbell. I mentioned that I had been at three meetings and we had panels of technical people there to answer any of the questions.

One of the difficulties when you are, for example, choosing the corridor—I recognize your point about the systems—but the choice of the corridor is predicated on this system, and therefore to get into technicalities as to where the route might lead and to get into all the technicalities as to the engineering data doesn't seem worthwhile. Not when you consider that this book contains the specifications, and you can imagine that of the people sitting there, there would not be any more than one or half a dozen in an audience of 300 that would be able to understand the technical terms.

So I think, quite candidly, if technical talk is required or they want information, (a)

they can go to the ministry officials to get it; or (b) if they want a public meeting, they can have this set up; as I suggested in the Legislature, this can be done.

But to mix a hearing on the route with the technical data to me just doesn't make good sense.

Mrs. Campbell: My information, Mr. Chairman, is that that was not what was requested—that the request was for separate technical meetings, and that this was denied.

Hon. Mr. Carton: By whom?

Mrs. Campbell: By Mr. Kearney and Mr. Campbell.

Hon. Mr. Carton: All right, but who requested them?

Mrs. Campbell: Mr. Berger, as a result of the technical questions flowing from that meeting. And I would like to know now whether the minister is, in fact, prepared to permit meetings to discuss the technical aspects. As I understood it in the House, he gave me the assurance that this would be done, if in fact it had been requested. And I am now proving to you—or at least I hope proving to you—that this was a request.

Hon. Mr. Carton: Right. Well, I will let Mr. Bidell enlarge on my answer. But again, subject to this, I in no way would advocate setting up public meetings all over the city and tying up my staff over the next year. These technical people can answer the questions when we are getting on with the job and I think you would agree that they just wouldn't be in a position to be out every night at public meetings.

If it is a public meeting or two public meetings, then so be it. But to have the technical people—because you must send the proper ones, the ones who know the answers—these are the very people who have a time constraint and are working to get the new mode into being. Mr. Bidell.

Mr. W. W. Bidell (Assistant Deputy Minister, Planning, Research and Development): Yes. With respect to these four public meetings in all—there were actually five meetings; the fifth meeting was with the community leaders at the end, but the first four were public meetings. What was said at these meetings is not that there would be a denial of discussion of technological aspects of the system, but rather that at those particular meetings we restrict ourselves more to the selection of the route alternatives.

But what was said was that if anyone—no matter who asked—wanted to discuss particular aspects of the technology of the system, then the ministry people were more than pleased to meet with them, to explain these things.

As a matter of fact, we discussed privately with these people who were asking these questions during the meeting after the meeting, and confirmed what was said during the meeting. So there was no denial of discussion of these technological aspects, but rather restriction of them to another occasion, other than these particular public meetings.

Mrs. Campbell: Mr. Chairman, I don't want to labour the point except to say this, that I think there is a grave concern on the part of those who have been in touch with me that this information is given privately; it is not given publicly. And that people then wonder, in view of the variables—as I have been wondering in view of the variables, since last night—whether or not this ministry oughtn't at least to be very frank with people who want that information on a public basis so that there can be some way of their assessing the total project as time goes on. I would certainly feel that unless that is done, one should withdraw from the position of putting out these documents, which in my view are misleading, having in mind the kind of discussion we had last night and which has, I think, been confirmed by Mr. Foley in the figure discussion earlier today.

I don't think the public should be treated as, even 12-year-olds, as the motion-picture people used to talk about it. I think the games that you play and the pretty things that you had at the exhibition for children is really not good enough, when you get into something of this magnitude. People have to be able to understand it.

I put it to you, and ask that consideration be given to having meetings where this kind of discussion can take place, and where people will thoroughly understand the variables that you are considering. If there is no further response I will move on.

Hon. Mr. Carton: Excuse me, Mrs. Campbell. At the very first meeting at the Science Centre there were questions from anyone and everyone. The announcement was made that this presentation would be made. When we took this to Ottawa there were varied questions from anyone and everyone, including so-called experts who think they have a better system. There were questions—the ministry

officials were questioned—on both those occasions, which you seem to indicate is a PR job, but I take exception to the fact that it's a PR job when at that announcement and during that whole afternoon anyone could and did, in fact, ask questions of a technical nature, a general nature, or whatever.

So the very meetings that you are referring to where these brochures were handed out, were in fact the opportunities for anyone concerned to ask questions.

Mrs. Campbell: I don't know how the Science Centre meeting was set up, but I would presume that there weren't too many of the Scarborough people available.

Mr. F. Drea (Scarborough Centre): That's not true.

Mrs. Campbell: Were they there?

Mr. Drea: I'm just getting to the point, a point of order.

Mrs. Campbell: All right. But may I continue?

Mr. Drea: Sure.

Mrs. Campbell: If you have a point of order I'll yield to that point of order.

Mr. Drea: No, no, Margaret. For you, I'll wait. But I'm really getting to a point of order about the Scarborough people, because it is through my riding that all of this is going.

Mrs. Campbell: I'm aware of that. However, if it is drawn to your attention I think you have the right to look at it from the point of view of an approach for the whole of Metropolitan Toronto, because that is a concern to everybody, including people who live in the city.

Mr. Drea: I seriously wonder how somebody who is served by subways in her own riding can talk about the people in my riding who aren't. But I'll raise that at a later time.

Mrs. Campbell: I can understand the problems, Mr. Chairman.

If I may go on to the matter, we did have some slight discussion about the matter of the noise levels. I believe last night it was said that they would be 45 decibels. I understand at the Science Centre it was 60 decibels at 50 ft and in another documentation it was 60 decibels at 25 ft. I wonder if we can have clarification as to what decibel reading we are talking about?

Do I take it that perhaps we have had a revision since last evening on this decibel

matter, or is there now a difference of opinion?

Mr. Foley: Mrs. Campbell, what I'd like to do is consult my paper and get the reconciliation and give it to you in the same manner that the figures were, and that might take me a few minutes.

Mrs. Campbell: Then may I continue? Although actually my other question is related to it. I have to confess, Mr. Chairman, that the only knowledge I have on the matter of noise pollution—decibels and the rest of it—is having participated when the city of Toronto brought in its anti-noise bylaw, I wonder if we have improved any measuring devices since those days, because I would like to be certain that we have some assurance here. I would like to know what consideration has been given in coming to these conclusions as to the topography and the soil conditions, because my understanding is that this is certainly very much of concern when one discusses the matter of noise and the transmission of sound in a pollution sense. Now, if that is also an answer to be given as a result of discussion, I will go on again.

Mr. Foley: I wonder if I can ask you to just go back over that last part. We were just checking some of these numbers.

Mrs. Campbell: I was concerned about how you proposed to monitor this system if we are given these noise levels—have they improved their monitoring devices? The reason I ask is because one of the reasons that our anti-noise bylaw broke down was the lack of decent monitoring equipment. I understand that Ottawa has some monitoring equipment.

I would like to know how you would monitor if you were testing, for instance, at the exhibition. I also want to know what consideration has been given to the land through which this will go, because our information at that time also was that the type of soil has a great deal to do with the problem of transmission of noise for pollution purposes. And how do you overcome this kind of thing in arriving at your conclusions about the decibels at which you expect this to operate?

Mr. Foley: Could I deal just with the first problem of noise measurement? We recognize there are always problems in noise measurement and the capability of instrumentation to record noise, but we must deal with the state of the art that we have in terms of noise measurement.

Now, I am not certain what instrumentation you are talking about which we should have improved or which your question refers to.

Mr. R. Haggerty: (Welland South): How do you arrive at the 45 db in the first place?

Mrs. Campbell: That's right.

Mr. Haggerty: You haven't even got it designed yet.

Mr. Foley: I think the question was asked, how do we intend to measure at the CNE the noise levels that are emitted.

Mrs. Campbell: It wasn't just that. It was a case that you made the statement and I would like to know how you can be sure of it and how you would monitor it.

Mr. Foley: I am suggesting that we are stuck with the state of the art devices in order to monitor noise and to record it.

Mr. Haggerty: Monitor it with noise meters.

Mr. Foley: And insofar as there are difficulties in the accuracy of those and the various distances involved, we are stuck with all of those problems the same as anybody else would have in the comparison of a subway or anything else.

We have got two or three programmes built into the test demonstration. We are asking the concrete people to build into the test track devices—before we have even completed it and built it—devices on which to measure transmission of vibration and transmission of noise.

To some extent this is an aspect of the science that the concrete people have worked on and I feel fairly confident in it. To another extent, it's somewhat experimental in the sense that we also see an opportunity here to put devices into the pillars now that can record and measure vibrations. That is data that we expect to elicit from the test track and then be able to transfer to a design, such as that for Scarborough.

When we have got certain soil conditions and certain topographical features, we can make adjustments from the data that we have on vibration noise transmission through soils and various materials, as well as the materials that are on the guideway. I think that built into the whole programme of the test track are those kinds of features that will allow us to do an even better job of designing revenue systems, but I think it is inappropriate to suggest that at this point in time

we know everything there is to know about vibration in those columns. That is one of the reasons for the tests.

Mrs. Campbell: Thank you, Mr. Chairman, I have learned something on that one. I am interested, when we are taking readings or suggesting readings at 50 ft or 25 ft, in what we are talking about. I don't know the soil conditions in Scarborough but for the benefit of our colleague over there I think they are probably better than they are for many parts of the city of Toronto.

Mr. Drea: No, it is very heavy clay, believe me.

Mrs. Campbell: I don't know about that for noise transmission, though. I would like to have an expression as to the efficiency of the linear induction motor in percentages.

Mr. Foley: I am afraid I don't understand the question. Are you talking about the power correction factor? I don't have that number with me. I would feel reluctant even to discuss it on a broad range but we can provide you with that number if we can get the question in specific form. If you are talking about what is called by the technicians a power correction factor, we can give you some ranges there.

You will recall last night we talked about three different LIM manufacturers. Each of those LIM manufacturers, because of the design—and that is why we are after three separate ones to test them—has a different power correction factor. I would like to ensure first of all that that is the statistic you want and then I will attempt to get it for you.

Mrs. Campbell: Would it be fair to say or do you know whether—have you been present at any of the public meetings?

Mr. Foley: Yes, I have.

Mrs. Campbell: Do you recall the figure of 30 per cent being given?

Mr. Foley: No, I don't. It is not on the top of my head anyway. That is not to say it wasn't; it may have been.

Mrs. Campbell: If it were 30 per cent, would you have any comment on it?

Mr. Foley: No, not specifically.

Mrs. Campbell: I see. We have recently had some discussion in the press about the effects of the electromagnetic waves on riders. Could you tell me, through you, Mr. Chairman, what your analysis indicates, and follow-

ing that, if it is a factor, is there any effective shielding? If so, is that taken into consideration in the cost factors which have been given to us to date?

Mr. Foley: May I? What is called EMI—electromagnetic interference—is a very specific, detailed part of the total programme. From the very beginning of design and at each design freeze date there is a separate programme pulled apart from the general design to make sure that we have treated this subject. What is being done here is rather than having a comprehensive analysis in physiological terms, we are building into every component at the subcontractor and the contractor level shielding for shielding electromagnetic interference and ensuring that we shield it.

As we go through 1975, 1976, 1977 and on we recognize that we may be able to gain some economies of construction of the vehicle by removing particular shielding because we find it isn't having any particular effect and there is no trouble; but at this point in time what we have said is we will isolate and insulate against all of those. That factor is being taken into consideration in our costs to the extent that we are able to.

There is a specific and definite programme and the strategy or the philosophy is to eliminate and to shield the electromagnetic interference and to begin to work with it over time so that we know we can get economies in the system by removing shielding and filters. Some of the world-wide developers have already begun to decide that it isn't a problem and various aspects of electromagnetic shielding are being eliminated. In some cases it is simply because they have been shielded enough for the physiological effects, and because they are afraid they might affect some other part of the system. They want to shield—

Mrs. Campbell: Whose system? The people's system or the transit system?

Mr. Foley: I am saying that in some cases the EMI proposals are built in to ensure that you don't get electromagnetic interference in other components of the transit system. We are taking the philosophy that we must shield everything and then are working back from that.

Mrs. Campbell: I see. So I take it then that your answer is that that too has been incorporated in the cost factors you've given us to date?

Mr. Foley: To the extent that we can estimate them, yes.

Hon. Mr. Carton: Mr. Bidell has answers to the questions on the noise level.

Mr. Bidell: Yes. The ambient noise level, which is the existing noise level on a residential street, is 45 db(A); and this system will not exceed that.

Mr. Drea: At what distance?

Mr. Haggerty: About half a mile?

Mr. Bidell: No. The exact figures are 50 db(A) at 25 ft. Now in a house in a residential area you are not that close, so our closest estimate is that it will not exceed the ambient noise level in a residential street.

Mr. E. R. Good (Waterloo North): Are you using the same guidelines as the Ministry of the Environment is in its new noise control regulations, which are not out yet? They have been due for more than a year and now they are supposed to be ready later in November.

Mr. Bidell: I think it's far lower than theirs, sir.

Mr. Good: Lower than that? But I mean using the same method of measure as to distance, height above ground level and the isolation of any existing singular source of noise.

Mr. Bidell: That's correct.

Mr. Drea: Mr. Chairman, might I ask a question to clarify what the measurement is? Or perhaps Mrs. Campbell would like to ask it?

Mr. Chairman: Mr. Drea, supplementary.

Mr. Drea: The measurement you've mentioned, if I understand it correctly, is really underneath the sound of a shouted voice.

Mr. Bidell: It is very quiet, sir—very quiet.

Mr. Drea: So that is an accurate measurement on my part? It's underneath what a shouted voice would be at that distance?

Mr. Bidell: That's right. But if your voice was part of the ambient noise level in a residential area—

Mr. Drea: I understand about six or seven cars going by, but in terms of what we have as a measurement now—

Mr. Bidell: As far as measurement of noise levels is concerned, what you say is correct.

Mr. Drea: Whatever we have talked about in the province right now is at one vehicle or one whatever at a specific distance, and that is what you have given us?

Mr. Bidell: That's correct.

Mr. Drea: And it is underneath one shouted voice at that distance?

Mr. Bidell: Well, that is assuming that the shouted voice—I am not aware of the exact figure that relates to a shouted voice, but what I am saying is that the measurement that we expect is 50 db(A) at 25 ft.

Mr. Drea: That is for one car though. Correct?

Mr. Bidell: Yes. Any car going by.

Mr. Chairman: Mrs. Campbell.

Mrs. Campbell: Well, Mr. Chairman, the reason that I dealt with this is because I have this Krauss-Maffei material before me. In it they indicate the levels at 25 ft will be less than 60 db(A) which seems to leave some room to manoeuvre. I understand that at the Science Centre the figures given were 60 db(A) at 50 ft. I am simply confused. Again, I think if I'm confused the public are being more confused, because at least I'm having the benefit of all this expertise and they are not.

Mr. Bidell: I think the 60 db(A) refers to the specifications, which say that the noise levels shall not exceed that. That's in the specifications. But the figure I'm giving you is the noise level we expect from the actual vehicle, which is within the specifications. So I think this accounts for the discrepancy between the statement that was made at the Science Centre and the figure I'm giving you now.

Mrs. Campbell: Thank you. One question, of course, in the minds of a great many people is this matter of safety when you have fully automated cars and stations. I wonder if you could tell me, for example, where this has been done anywhere else and what people can expect, because I think in this very mobile community parents are inclined, for example, to allow children on the subways—if they have subways—and they may go out at night or something. But there is always someone around; apart from the passengers, there are usually officials of the transportation system

around. Now what happens in this case where everything is totally automated? What are the safety factors they are building in?

Mr. Foley: I think you are talking about passenger security. At this point in time, we are examining a whole series of aspects of what to do. We have looked at such things as closed-circuit television within the cars. There are pluses and minuses from that point of view in terms of the public's reaction to so-called invasion of privacy by having a closed-circuit monitor within the car. But there will be emergency procedures. There will be a voice contact between each car and the control system. There will be emergency procedures built into the command and control system that, on activation by the passenger, will divert that vehicle into the next station; an alarm will be registered at that point in time and there can be people there to assist in that process through the attraction of that alarm.

Mrs. Campbell: Excuse me—could you go back on that? There will be people where?

Mr. Foley: I am saying that the alarm system, when it is activated by the passenger, will be transmitted to the command and control system and the operators within that command and control system can dispatch people to that station.

Mr. L. A. Braithwaite (Etobicoke): Will any provisions be made for guard rails at the stations to keep people from getting on to the tracks at the wrong places?

Mr. Foley: We haven't come to definite design decisions on passenger control at the stations, except to the extent that we recognize that we must protect the passenger from access to the platform. As I stated earlier, built into the specifications is what might be called an elevator-type door on the cars so that the station is enclosed from the platform. There are other ways to accomplish the same task, and we are looking at all of these variables, and what we are saying that we recognize those as parameters in a revenue system.

Mr. A. T. C. McNab (Deputy Minister): If I may, Mr. Chairman, in regard to this. What Mrs. Campbell has made reference to is something I would like to pose a question on, and I think it may be in the way that she intended it to be. She is talking about a human being being available in case of emergency, similar to what they have in the subway station, where there is one person there. Is this what you had in mind?

Mrs. Campbell: I don't know whether I am talking about a human being or more than one human being. I am frightened, personally, at the thought of a system that is fully automated without anyone readily available to act in an emergency. Even with our subways we have seen some indication of problems. We know that they exist in other cities. I think, though, that in most subway systems I have seen there is usually someone there, a tangible person, to call out to or to do something about problems as they arise.

I don't understand, I guess, how your alarm function would function to get a body there quickly enough to overcome concerns of parents, particularly, and concerns of older people. Since you said yesterday you were building in a factor of safety so that people who were disabled could use this system, I think we have to be concerned and I express that concern.

It isn't my province, Mr. Chairman, to tell you how to overcome it; I don't know. I am asking you how, with a fully automated system, the alarm system works, or what happens.

Mr. McNab: Well, first of all, it is my understanding that any of these stations will have an attendant, or attendants, similar to those they have in the subway stations.

Mrs. Campbell: That is interesting. Everything that I've got on it indicates that it is designed to be fully automated.

Mr. McNab: That's right. The train will be fully automated, but I say that there—

Mrs. Campbell: And the station?

Mr. McNab: —will be somebody in attendance at the station.

Mrs. Campbell: I see. I suppose then that we get down to the safety factors between the station to station range—where people who may be in trouble between stations.

Mr. McNab: There are these safety devices that Mr. Foley mentioned—devices for signalling emergencies.

Mrs. Campbell: All right. I need an example because I never quite understand this unless somebody breaks it down and gives me a for instance. You have a train leaving one station and proceeding—we are not sure how far it proceeds because we haven't yet established the distances between stations. All right, they've just left the station and somebody attacks a passenger. You've got an alarm system. What happens to that passenger who

is under attack before they get to the next station?

Mr. Foley: If I could respond by saying that there is voice communication between the car and the command and control centre where there are operators able to execute emergency procedures. When that emergency procedure is executed, whether by the passenger or by the command and control system—you might argue that the passenger might not be in any position to activate it but the command and control operator can—the train will automatically go to the next station. How fast at any point in time you can gain access to an emergency is extremely difficult to put into examples.

Mr. Drea: Why don't you put a man on? What's so wrong about putting a man on?

Mrs. Campbell: Or somebody. You might put the other race on, too.

Mr. Drea: Yes, it is a lady with a gun. Why don't you put a man on it? What's so wrong with that?

Mr. McNab: On each car or on each train, sir?

Mr. Drea: On each train—so he can go through. What's so wrong with that? What is so wrong with having an armed guard, or somebody who is in a position to enforce things, when people are going from the suburbs late at night into downtown?

Mr. Haggerty: They should be in bed by that time, Frank.

Mr. Chairman: Go on, Mrs. Campbell.

Mrs. Campbell: I just would point out that when you talk about a fully automated system to people anywhere, parents express concern, the older people express concern—

Mr. Drea: Women express concern.

Mrs. Campbell: Yes, that's true too. Certainly I'm not able to explain how the system works when I'm talking to people. You must understand, Mr. Chairman, that we are being asked questions about this system. It is for this reason that I have been trying my level best to get some idea of how it will function and gain some idea of cost. You are not the only ones who are being asked to give expressions of opinion and I like my expressions of opinion to have a degree of responsibility when I am discussing a project of this magnitude. I think it is important.

I had some other questions which really don't relate to the matter in hand. They are more personnel questions. I am not going to put them at this point. I can reserve them for the House.

But in summing this up, I think everyone welcomes the idea of a bold, imaginative approach to problems; there is no question about that. But I think we also have to have a very clear picture of what the implications of it are. Certainly we should know just how much more efficient it is going to be at moving people than, for example, a subway system or some system of the kind. I don't feel I have answers as to how this is going to be linked into the general picture of transportation—with dial-a-bus and everything else—or what the capacity at stations is, whether there are 2,000 or 20,000, and I did understand the debate last night about capacities. What capacity are you aiming for in thinking about the Scarborough run?

Mr. Foley: I think it is around 14,000. Mr. Bidell might have a more definite answer.

Mr. Bidell: No, the demand in this corridor indicates that it is within the capability of this system, which is 20,000 per hour. More specifically, the demand projections for the future in the Scarborough corridor are from 15,000 to about 16,000 passengers per hour. This, of course, is based on certain other assumptions, such as that there will some day be something along Eglinton Ave. in the way of a transit corridor and the existence of certain other things, like the possible extension of the Bloor subway. So the projections for this demand are well within the capabilities of this system.

Mrs. Campbell: Mr. Chairman, again, people have a tendency to grow, they tend to have children, they tend to have population increases, notwithstanding all of the global problems U Thant has referred to. I am wondering if the calculations are based on present demand, as would seem indicated, within reason, or what prognostication there is for this system, because so many times in this technological age we find that we have planned an obsolescence, if you like. I would like to know what factor is being used in determining the projected demand for this service.

I'll leave out if I may, that I got trapped once into that with Spadina in 1960 and 1961. Everybody talked about this being the first of two north-south expressways and that neither of them could work without the crosstown, and the crosstown was knocked

out so please don't confuse me by saying that you are planning an Eglinton route which may or may not develop. I would like to know now, supposing nothing else is built but the Scarborough route, what happens, what is your prognostication on the future need, and how would this meet it if you didn't have anything else.

Mr. Bidell: The demand was based on the ultimate land use plan as now envisaged by Metropolitan Toronto and also by the plans as envisaged by the provincial regional development plan. This is what this figure is based on. It is a future estimate; it is not a present figure. We have obtained this figure from the Metro plan review which, as you know, is now reviewing the transportation requirements for Metropolitan Toronto.

Mrs. Campbell: I see. Then having that in mind, if you take a capacity such as you suggest, what would you estimate would be the capacity of a station at a terminal point to handle that kind of total capacity?

If I am not clear, the situation is this. You talk about 20,000. You have to estimate that a certain number of them are going to gather together. Even if they are on the staggered government hours, they are going to get together at a certain point in time. What is the capacity—let's take a minimum capacity—of a station to carry that kind of a capacity overall? At a terminal point or starting point, because I recognize you won't have everybody going to the same point?

Mr. Bidell: At a terminal point, of course, the station interchange—say with a subway system—will have to be designed to accommodate the volumes. This is well within the design capabilities of a terminal station, such as was the case at Eglinton at the north end of the Yonge St. subway for some years. The station will have to be a special design to handle these volumes, but it can be done.

Mrs. Campbell: With your expertise, could you give me an assessment of the numbers the station would have to be able to handle at any given point in time? Suppose we take a rush hour—whatever the rush hour is. I think Mr. Foley said yesterday the rush hour extended about an hour and a half. All right, supposing we take 8:30 as the rush hour?

Mr. Bidell: The terminal station and interchange point between modes will have to be designed with the appropriate number of platforms in order to handle that volume at the p.m. peak.

Mrs. Campbell: All right. What is appropriate? That is what I am asking you.

Mr. Bidell: For example, the capacity of a normal on-line station is 8,000 passengers per hour. You can extrapolate from that, if there was a sudden surge of passengers—

Mrs. Campbell: At 20,000 per hour would be—

Mr. Bidell: —at 20,000 per hour, it would be somewhere at a little in excess of two platforms.

Mrs. Campbell: Somewhere in excess of two platforms. You know, that sounds to me like some of these statistics about 1.5 persons. It doesn't mean anything more to me than that.

Mr. Drea: Same as the GO train now in Scarborough.

Mr. Haggerty: They are handling over 1,000 persons per minute.

Mr. Bidell: These details, such as the exact length and number of platforms, are not known at this time. One of the purposes of the study in the northeast quadrant of Scarborough is to ascertain these factors which are reflected in the cost estimates, as we have discussed previously.

The exact number of platforms and so on at the terminal location has not been ascertained as yet. But one of the requirements of this study, when it is completed, is to provide those answers.

What I am saying at this time is that the platforms can accommodate this volume. It is a matter of getting down to designing the particular interchange point.

Mr. McNab: I think what you have to remember, if I may interject here, sir, is that when we talk about traffic going through a station—say it's 1,000 to 2,000 an hour—one of the features of this system is that the trains are coming at more frequent intervals. And that there will be more of a free flow of people through the stations. I know the laymen, and I include myself in this—

Mrs. Campbell: Include me, too.

Mr. McNab —envise these great volumes of people. And you think of them all in a station at the one time. It just doesn't happen. When trains are moving out of there at 15-second intervals there is a free flow into the trains; there are large doors that open up, and there is free flow in and out. You get a very rapid turnover of people.

Mrs. Campbell: I appreciate that, Mr. Chairman. I really shouldn't labour it. But I still would like somebody with the expertise to give me some idea—if you are planning 20,000 people per hour—how many people, in your estimate, would you expect to have at any given time, so that I could understand what is involved in that station design at that point?

Mr. Foley: I'll try.

Mrs. Campbell: Please. Help me.

Mr. Foley: In the sense that you've got to deal with some specifics if you are suggesting that all 20,000 people will terminate at one point.

Mrs. Campbell: Mr. Chairman, I made it clear that I am talking about a starting point. Let's take where it starts. I am aware that everybody isn't going to be there at that time. What I am saying is: You must, I would think, if you are designing a station take into consideration how many, in your expert opinion, would likely be there at any given time. That is what I am saying.

Mr. Foley: Yes, and that is just what I am trying to deal with. Mr. Bidell indicated that the maximum station capacity is 8,000 passengers per hour.

Mrs. Campbell: I'm sorry, I thought he said on the subway. I didn't think he said here.

Mr. Foley: No, that was on this.

Mrs. Campbell: I'm sorry. I missed that point then.

Mr. Foley: You must have some specifics after that to get an answer to your question.

Mrs. Campbell: Then you say 8,000 per hour maximum—

Mr. Foley: On a normal station.

Mrs. Campbell: On a normal station in this system?

Mr. Foley: That's right, and so that if you're talking 20,000 passengers with all of them terminating at a single station—that depends, of course, what other connections you have with it. For instance, the example Mr. Bidell used was if it was to connect with the TTC subway station at Warden and there was another connection at Eglinton you might require 20,000 passengers in what's called the throat of the system, but they won't necessarily disembark at the same platform.

Mrs. Campbell: I know that.

Mr. Foley: That's what has to be determined.

Mr. Bidell: Could I give you a better feel for this in terms of numbers? The 20,000 per hour was based on 20-second headway; six-car train; 20 people per car, which is 120 people per train. At any terminal station, if the system is designed on a 20-second headway, it means that every minute there will be 320 people to be accommodated. As I said, this number of people every minute can be handled. There's the other matter that Mr. McNab mentioned, the free flow of people from platform into vehicles, six of them.

Mr. Foley: There's the answer there.

Mrs. Campbell: Then you have your 20-second headway; if I may go back one more time to this question of your built-in design for the disabled—are you really sure, because most disabled cannot handle the subway system with its headway?

Mr. Bidell: This is true. This is a problem that any system faces.

Mrs. Campbell: Yes, but I was told and Krauss-Maffei and its literature explained that it is designed and it's going to be usable by the handicapped. I want to know how they manipulate 20 seconds—

Mr. Bidell: First of all, the TTC has gone into this in a fair amount of detail. Regardless of the system for a disabled person to go out during the rush hour, it is difficult for that person even physically, that is, by platform—

Mrs. Campbell: As I said, you have to be agile to use this system.

Mr. Bidell: Providing the station is designed in such a way that there are ramps and so on which enable, say, a wheelchair to get to the platform there would be easy access from the platform into this car. I think that the disabled person would be advised—as with any system during the rush hour—to travel perhaps in the off-peaks.

Mrs. Campbell: Do you change your 20-second headway in the off-peak?

Mr. Foley: No. Could I add to that, Mrs. Campbell? The flexibility and the power of the system is to provide frequent levels of service. If a disabled person rides the system we don't expect them to manipulate from the automobile to the platform and on to that

train in 15 seconds. With the positive frequency of cars that we can give we would expect a disabled person would be able to miss the first vehicle that came along. The frequency would be such that they would still have a very good level of service by waiting for the next vehicle that comes along which doesn't require that agile dash, as you call it, across the platform.

Mrs. Campbell: It's difficult. Most disabled people do not use—I shouldn't say that, that's too general—there are a great many disabled people who cannot use the present subway system because they cannot move quickly enough. I'm not talking about from a car to a vehicle. I'm talking about once you're on the platform.

Mr. Foley: I think the only thing that can be said is that we are taking what steps can be taken to make this as attractive to use as possible for disabled people and people who might have some impediment in terms of agility. There are some limits, I think, as to the amount and the degree to which we can operate a transit system that gives a standard of service that is acceptable to the majority of the people and still accommodates all of the needs of the handicapped. We are trying, to the best of our ability, to find that compromise that meets their requirements.

Mrs. Campbell: Mr. Chairman, you will recall, I asked the question last night, because it was my feeling that as we are going into all sorts of systems, dial-a-bus and the rest of them, so far everything has been designed for what I might call the average person, if there is such a person. And it was stated and it has been stated in the Krauss-Maffei literature that this was going to be, if you like, an attraction, and that it was going to be able to service these people. I wanted to understand it again so that I could explain to people who ask me how it is going to be of service to them.

I won't belabour the point. I do suggest, however, that if you haven't made up your mind about his business of control, or protection, maybe it should be removed from this neat little package, because here you make it abundantly clear that personnel in a central location will monitor each station through remote-control television cameras and I—

Mr. Foley: You may have misinterpreted my remarks. The closed circuit television will be in the stations. We face this problem

of privacy in terms of whether you put a closed-circuit television in each car, but it has been decided that it will be within the stations, in the same way that the subway system has it within its stations, so that one operator can control many exits and examine many exits closely.

Hon. Mr. Carton: If you are riding in a public car which has closed-circuit TV, do you really mean that people think that's an infringement on their privacy?

Mr. Foley: We have heard that comment at public meetings as well, that people don't want a television camera watching them as they ride the system.

Mrs. Campbell: I am going to wind up at this point. As I say, I have some other questions, which I can ask more appropriately in the House, with reference to personnel. I think I would like to just express this opinion, that is, I have the feeling that you are so tied in to flexibility that you are losing track of some other things. I would like some assurance about that, because it does seem to me that flexibility is what you have been talking about all the way through, and I am wondering if that if your major factor in coming to these decisions.

Mr. Bidell: Oh, no. I think it's flexibility, reliability and safety, the whole question related—

Mrs. Campbell: Reliability is what you are going to test at the exhibition. You haven't, as far as I understand it, any real experience of the reliability of this system anywhere at all.

Mr. Bidell: That's one of the reasons for the demonstration project at the CNE, but safety certainly is also included in our considerations regarding decisions.

Mrs. Campbell: Mr. Chairman, I guess perhaps my experience at the municipal level wasn't broad enough in scope or great enough, but it struck me that when we were looking at systems of this magnitude we would come to conclusions after we had had some tests made or after we had seen it in effect, rather than getting into a pretty costly experimental venture and putting all our eggs into this one basket. This is really what is worrying me. I have no doubt, and I think this has been expressed by others, Mr. Minister, that somehow or other it will work at the exhibition.

Mr. V. M. Singer (Downsview): So does the roller coaster.

Mrs. Campbell: But it wouldn't incline me to give it too much confidence that that alone would be adequate evidence that it would work anywhere else and that others might not have reliability and safety factors that we're not even testing.

I go back, I guess, Mr. Chairman, to the minister. I think I have expressed my concern. I would like to better understand why we used this means of trying to find out whether the system will work, whether it is reliable, and whether it is safe. We know that it is flexible, I take it. I take it that that is the one known thing you have? On paper anyway?

Mr. Drea: Mr. Chairman, can I make a point of order since the question of the Toronto subway has been raised? Mr. Chairman, it is a matter of record that on the first stretch of the Toronto subway there was a unilateral contract given to the Gloucester Railway Carriage and Wagon Co. The company's carriages were too heavy; that is why the Yonge St. line is slow. There was no competitive bid, there was no testing.

Mr. Chairman, may I go on to the University subway?

Mr. Chairman: No, Mr. Drea—

Mr. Drea: I think these things are very important—well, the question has been raised about—

Mrs. Campbell: I raised the question of the research.

Mr. Drea: There are matters of record that have been raised in municipal councils, Mr. Chairman. You know, I am prepared to go on with them at some later time, but I really think that when they are raised there should be a point raised too.

Mrs. Campbell: Mr. Chairman, I ask that my question be answered by the minister to whom it was addressed. I am aware of that background. I am only saying that in my experience this didn't happen this way.

Mr. Drea: Mrs. Campbell, you were around when the Gloucester carriage and a number of other things were introduced.

Mrs. Campbell: Not in council I wasn't.

Mr. Chairman: Order, Mrs. Campbell has the floor, she is completing her presentation.

Mrs. Campbell: I have asked a question for the minister to clarify.

Hon. Mr. Carton: Mr. Chairman, if I may be allowed to have my say.

First I go back in time to the fact that there was an evaluation team set up. Now, this team was not composed of ministry officials alone.

Mrs. Campbell: No, I know.

Hon. Mr. Carton: This was composed of the outstanding experts in urban transportation; the best we could get through the facilities of our ministry, the TTC, and others.

Now this team had a set of criteria when the evaluation was made. We can go right back to square one and go all through this again. I think it is important to get this straight.

In addition to the evaluation team, the outstanding expert on each individual component has been recruited into the process to ensure that we do everything possible to make certain that not only the system works but all the component parts and other aspects work. That is why this 115-page book of criteria was designed in the first place. I also would like to point out that in this system the noise levels, the running ability, the switching, the speed, and so forth are guaranteed. That is a fact of the contract. They are guaranteed at the demonstration project by Krauss-Maffei. It was a guarantee by Krauss-Maffei.

So I go back to the fact that all these—because I am not one who is given to taking my responsibility lightly—I like to hedge all my bets in every way possible. And again I point out that the reason that we are having this test demonstration is to discover the flaws. I am sure there will be many. When we demonstrate it at the exhibition we will get the input of individuals who ride this particular demonstration mode. They will make their contributions before the system is put on the routes.

In all sincerity, I really do not know how you could go about it in any other way. To me it would be impossible to find a better system of trying to come up with a new mode.

Now what you could do is say we are not going to have a new mode, we will jump from one existing mode to another and will experiment here and there with existing modes. But right or wrong we have come up with a new mode and it is recognized as being a new mode, and certainly we are pioneering and certainly we will run into difficulties, there is no doubt of it. But we

have chosen this route again whether we are right or wrong.

Mr. Foley, have I neglected to mention any of the backup that we have had on this? Again, I point out that—and I have the highest regard for Canadian engineers. And I know any Canadian engineers in this room will back me up.

Mrs. Campbell: I'm sure.

Hon. Mr. Carton: Our engineers—

Mrs. Campbell: And Ontario lawyers.

Mr. Haggerty: It is all over with them.

Mr. Chairman: Order.

Hon. Mr. Carton: We won't bring lawyers into it. I don't know why you called order just because we mentioned lawyers!

Mr. Braithwaite: Law and order.

Hon. Mr. Carton: Our engineers are sending expert teams throughout this world on many aspects of engineering. Sure I know, for example, that the Expo people mover is not what we are talking about. I recognize that. But it was a Canadian engineering firm that did that and I think that they did an excellent job. This is one of the consortium of two that I engaged to do an independent study, and all I can say is that with the expertise of the TTC, the ministry officials, the leading expert on each component, the words that I got from the eight competitors from various countries throughout the world—and I have letters from them even when they were dropped off the competition list—complimenting the ministry and their evaluation team—when you take all these, I really don't know how one could protect or hedge their bets any better than has been done through this ministry in its search for the new intermediate capacity system.

As I say, we may be faulted because we are going to pioneer a new system; that is a matter of opinion. I don't deny that. When you pioneer something you are going to run into difficulties. But by the same token, we felt that this was the right approach. We've undertaken this and to the best of our ability, the collective ability of everyone concerned, it is a situation in which we wish—that I wish, rather—that I could push a button and it be 1975 and your questions be answered by getting in and riding around and saying we did the right thing.

Mrs. Campbell: At the exhibition?

Hon. Mr. Carton: If I've neglected to, perhaps the evaluation team members may add more to it. But I truly do not know, in all sincerity, how one could back up anything that has been done in any better manner whatsoever.

Mrs. Campbell: Mr. Chairman, just one last question. Would the minister not, however, concur with me in the statement that I've made that the literature going out to people on this system is, in the light of what we've heard here, shall we say, not misleading but an overstatement of the position at this point in time?

Mr. Braithwaite: Puffing, we call it.

Mrs. Campbell: Is that what you call it, Len? Thanks.

Mr. Braithwaite: Remember the Carlisle smoke ball case?

Mr. Drea: My municipality is not going to get it first. That's for Etobicoke.

Hon. Mr. Carton: I wouldn't concur in that, Mrs. Campbell, but I'll tell you one thing, that if there is any huffing or puffing or whatever the terminology may be, it has been more than offset—and this is fair enough, this is the way it should be—by the critics in the press. There have been some rather critical reports written in the press, and again I think this is fair enough. I think everyone is entitled to his opinion. So, I think one may have offset the other.

I think that you have to be optimistic. I think you have to point out to people that we are optimistic and, as I say, I think, any huffing or puffing has been more than offset by the critical comments and reports that go on from time to time.

One thing I would like to point out is that no matter what one does today, there are instant experts on everything. If you, for example, suggested to me, or if the member for Ottawa Centre (Mr. Cassidy) suggested to me that he could write a letter to the editor and not get some criticism to his letter, I would say that that is not true. No matter what anyone does today there are instant experts who criticize.

And I'm not classifying the people in this Legislature or even the people who are writing reports on it as being in that category; I think it is just a sign of the times. I think it is good. It is healthy. And the exercise that we've gone through in my estimates thus far I have thoroughly enjoyed. I think it is a

healthy sign when we question and find out what the situation is.

Mrs. Campbell: Of course, Mr. Chairman, it seems to me that the rule of any opposition is to try to get at the facts. This is what we're all trying to do.

I must say that I go away from here again with great concern about the different sets of information that have come out from the ministry in its slick little volume, as opposed to what we've had here. I would at least suggest that it be looked at so that people don't take it for gospel that this is exactly the way this is going to go, because it could be disillusioning if it doesn't meet these cost factors or any of the other things. Thank you, Mr. Chairman.

Mr. Chairman: Mr. Haggerty.

Mr. M. Cassidy (Ottawa Centre): Mr. Chairman.

Mr. Chairman: Oh, you've been on here for two hours now.

Mr. Cassidy: I have one very short question.

Mr. Chairman: You wait. Mr. Haggerty has been down on my notes since about 8:10 last night.

Mr. Cassidy: Okay.

Mr. Haggerty: It was 8:10 yesterday morning.

Mr. Chairman: No.

Mr. Haggerty: Perhaps the member for Scarborough—I want to just change the subject just a little bit—

Hon. Mr. Carton: Fair enough.

Mr. Haggerty: —because I want to continue on the same principle as this, but concerning other municipalities. But maybe the member for Scarborough Centre would like to ask a few questions.

Mr. Chairman: Well, if you wish to opt for the member for Scarborough Centre, because I understand he is more or less spokesman for—

Mr. Drea: That's my riding.

Mr. Chairman: —one of the parties represented here today on this matter. Mr. Drea.

Mr. Drea: It's my riding.

Mr. Haggerty: Yes, it's your riding.

Mr. Drea: All right.

Mrs. Campbell: But it's bigger than your riding.

Mr. Drea: Yes, it is, oh yes, no question. I bow to a great many of the things that have been brought forward by the member for St. George. I don't want to leave the question that I raised somewhat earlier—that perhaps there might be a little bit of a conflict of interest overall for someone who has subways in their riding. I think I would like to restrict it to a particular point; but certainly there are a number of factors that my friend—and I say that very warmly—from St. George has raised.

Mr. Minister, before we get into the technical aspects of some of the things I want to ask, I will say to you quite candidly that it's going to be my riding that is going to make or break the GO-Urban system. I would like to get into you, if I could, with some concepts.

First of all, Mr. Minister, when the GO-Urban programme was first announced at the Ontario Science Centre we were talking on the average of about \$15 million a mile. I know that was an average that had to do with Toronto; it had to do with Hamilton; it had to do with Ottawa. A lot of it had to do with land acquisition. Is that figure still pretty well the same—\$15 million a mile?

Mrs. Campbell: It's \$12 million to \$13 million a mile.

Mr. Drea: Yes, but we're taking in Ottawa and Hamilton and a few other cities. I'm talking about the province as a whole.

Hon. Mr. Carton: Basically, it's the same, yes.

Mr. Drea: Then, Mr. Minister, could you tell me, at that time it was mentioned that subway construction—and again, we were talking about Metropolitan Toronto, Ottawa and Hamilton as a whole—that subway construction at that time was in the vicinity of between \$30 million and \$35 million a mile. I take it that still holds, does it?

Mr. Bidell: Yes.

Mr. Drea: And could you tell me what expressway construction was? It seemed to me at that time, and I may be a little bit off because I view expressways with some disdain—I always like to indicate my bias—that expressways at that time, and again taking in the metropolitan centres of Ontario,

were viewed at between \$50 million to \$60 million a mile for the total construction.

Mr. Bidell: No, that's not right.

Mr. Drea: Would it be lower than that?

Mr. McNab: When you're talking about expressways, sir, again there are expressways like the 401 bypass, that collector-distributor system. If you're talking about a four-lane expressway—

Mr. Drea: No, I'm talking about an expressway as you would know it in Toronto, or an expressway as you would know it in Hamilton, or an expressway as you would know it in Ottawa.

Mr. McNab: Oh, in Ottawa.

Mr. Drea: Controlled-access right through the centre of town to get you from one place to another.

Mr. McNab: Yes, but not a system like we have.

Mr. Drea: Not a bypass system, no.

Mr. McNab: No, not a bypass system. Not the 401.

An hon. member: Are you talking about the 401?

Mr. Drea: Yes, the 401—

Mr. McNab: Like a six-lane expressway.

Mr. Drea: —like the Scarborough Expressway, something like that.

Mr. McNab: What you're talking about is a six-lane, not a collector-distributor like that which goes across Avenue Rd.—this type of thing.

Mr. Drea: No, I'm talking about six lanes.

Mr. McNab: It's \$20 million a mile.

Mr. Drea: You can build the Scarborough Expressway at \$20 million a mile?

Mr. McNab: Well, here again you are generalizing. This is about what is happening down around Ottawa.

Mr. Drea: No, I am talking about—

Mr. McNab: Are you talking about the Scarborough Expressway?

Mr. Drea: Yes, that's the only expressway you have in Toronto at the moment. I'm talking about things like the Scarborough

Expressway, a Hamilton expressway right through the heart of Hamilton, and what we are projecting for things like that—what we are projecting for an expressway right through the heart of Ottawa.

Mr. Bidell: It depends a great deal on the property costs. In urban areas—whether it be Toronto, Hamilton or wherever—the property costs in a situation such as this form a very large part—up to 50 or 60 per cent of the cost of the project.

Mr. Drea: Right.

Mr. Bidell: So it would be very difficult to—

Mr. Drea: Well, how about a ball park figure? Nobody would ever hold you to it. How about just a ball park figure for an expressway mile?

Mr. Bidell: For the Scarborough Expressway?

Mr. Drea: Yes.

Mr. Bidell: It depends on the kind of design—I mean, the latest—

Mr. Drea: Okay. Look, I don't want to get you into trouble because I know that a lot of things are going on up here—

Mr. Bidell: I would say it would be from \$20 million to \$25 million a mile including property.

Mrs. Campbell: Yes, but this doesn't include property.

Mr. Bidell: What, the Scarborough?

Mr. Drea: You are telling me that an expressway per mile is cheaper than a subway?

Mr. Bidell: Yes. Yes.

Mr. Drea: Thirty-five million dollars a mile for a subway?

Mr. Bidell: Yes. Of course you understand the subway or a system like it includes the rolling stock. But yes, the cost of, say, a six-lane expressway with normal grading requirements and the usual type of urban acquisition would run anywhere from \$20 million to \$25 million a mile. Therefore, yes, it would be cheaper to construct than a subway.

Mrs. Campbell: Could we have the comparison, Mr. Chairman? Last night we were

told that the figures we had did not include land acquisition or maintenance yards. Could we have it on the basis of no land acquisition for an expressway as opposed to this system?

Mr. Bidell: No land acquisition?

Mrs. Campbell: That's right.

Mr. Bidell: If you assume that the property acquisition costs are, say, half the costs of this, you could say that the actual construction costs would be anywhere from \$10 million to \$15 million a mile.

Mr. Drea: I must say, Mr. Minister, that really shocks me. I have been going along under the misapprehension that expressways cost—mind you, with total disregard for the human values concerned—a great deal of money.

Mr. McNab: I think, sir, the only context in which you can look at it is a very good graphic display on a recent TV programme that showed the number of expressway lanes that you require to carry the people that are carried on the Yonge St. subway.

Mr. Drea: No, I don't buy that. I'm not interested in that comparison.

Mr. McNab: No, but I think to get the comparison would be what you would require—

Mr. Drea: In any event, could I have a final figure on that?—\$20 million, \$25 million—a general average?

Mr. McNab: Around the Humber where we have the property it is running about \$10 million a mile, isn't it?

Mr. Bidell: Plus property, yes.

Mr. McNab: How much a mile for construction?

Mr. Drea: Yes, but that's a long time ago.

Mr. McNab: No. No. You are saying exclusive of property—

Mr. Drea: No. No. That was Mrs. Campbell. I'm talking about the total bill that has to be paid in cash. What are we talking about? Around \$25 million?

Mr. Bidell: Twenty to twenty-five million dollars a mile including property, which covers a six-lane expressway with reasonable grading requirements, interchange frequency, design and so on.

Mr. Drea: Of course, with the expressway when we are doing the construction we are not providing for any vehicles whatsoever. The vehicles are outside of that. You buy the car, you buy the truck, but we don't provide anything on that.

Mr. Minister, I would like to draw a couple of questions on this. I certainly know you weren't the minister at this time and I suppose great aspersions may be cast upon the provincial government of the particular time that I am going to talk about, because there was no subsidy for subway construction. When the Yonge St. subway was built and the contract was entered into with the Gloucester carriage company, I take it that there weren't any consultations with the province—that whatever was done was done by the Toronto Transit Commission, or the Toronto Transportation Commission at that time.

Hon. Mr. Carton: There would be no need to consult with us; that's right.

Mr. Drea: Mr. Minister, I suppose over the years it has been drawn to your attention that the type of subway car that was put on the Yonge St. subway—the red car, or the one made in England—is twice as heavy and carries one-half of the passengers as the type of vehicle that was put on the University car which was made in Fort William or Port Arthur by Hawker Siddeley.

Mr. J. E. Stokes (Thunder Bay): Thunder Bay.

Mr. Drea: Thunder Bay, okay, fine.

Mrs. Campbell: You got your northern question in!

Mr. Drea: I take it that one of the factors in the subsidy of the present elongated Yonge line and the University line is the fact that a considerable number of the rolling stock, which consists of the red car or the Gloucester Railway Carriage car, are still in use, and that, therefore, this affects the heavier subsidy from the province because they carry half the people the other car carries. In other words, it is not as productive. Would that be a fair statement?

Hon. Mr. Carton: No, I don't think so, and I stand to be corrected. First of all, you are not talking about capital subsidy because they were paid for long ago and not paid for by the province, as you pointed out. But on the operating deficit we pay so much—

Mr. Drea: Per fare.

Hon. Mr. Carton: —per capita plus so much per revenue passenger. If they were not carrying as many revenue passengers, then that wouldn't be paid as much.

Mr. Drea: Part of the subsidy is the fact that you can have an eight-car train of the Gloucester Railway Carriage cars and it doesn't carry as many passengers as the eight-car train of the Hawker-Siddeley car, and it doesn't carry them as far.

You are also in the railway transportation field with the Ontario Northland, is that correct?

Hon. Mr. Carton: Yes.

Mr. Drea: Are you aware of any tests that were carried out—other than the normal operating tests on innovation on the Canadian National Railways—on the Turbo train that was billed as one of the great transportation advances of our time, prior to the many misadventures that the Turbo had?

Hon. Mr. Carton: Am I aware? No.

Mr. Drea: Then, Mr. Minister, could I ask you this, in the light of what happened to the Turbo, in the light of the fact that the Turbo train worked very well in France, in the light of the fact that the Turbo train worked very well in Japan, in the light of the fact that the engineering on the Turbo was very superior, and in the light of the fact that the Turbo train on the Canadian National Railways—indeed subsequent to a fire—and on the American railways has been a total disaster, did that have any influence on your deciding to test the particular new technology in the GO-Urban under Canadian climatic conditions before we started out?

Hon. Mr. Carton: My statement a few moments ago, I think, bears out the fact that I honestly and sincerely believe that you have to have a test. To me, it is a business approach to the problem and I frankly couldn't see doing it any other way. I think you have to have a businesslike approach and any prudent businessman would have a test before. Even if it were private enterprise, they would have a test before they went ahead into production. It is just a simple case of good business.

Mr. Drea: Presumably, anyone who is producing a kind of railway or intra-urban type of transportation would have a test to make sure it was safe before it left the factory, or if it was operational.

Hon. Mr. Carton: I am talking about the system.

Mr. Drea: You are talking about a climatic condition.

Hon. Mr. Carton: I am talking about all the factors that are involved. I honestly could not see starting to build routes and doing everything without having the system tested. It has to be tested.

Incidentally, on the Turbo, I am not so sure of the background on this, but my understanding is that one of the difficulties with the Turbo was that they weren't railway people who built it.

Mr. Drea: Not as an engineer, Mr. Minister, but strictly as a layman; one of the difficulties was on the first run—in a previous experience I chronicled some of the runs—on the first time around the doors refused to close because they were frozen; the toilets refused to flush because of the climatic conditions. The first time around with the Turbo train it was laid down to Canadian climatic conditions and I think that that has borne fruit. The second time that they tried to test it—and I don't want to get into their particular problems—they took it to Kapuskasing in January and February. They left it at Kapuskasing to see if it would overcome the cold, the particular cold of that area and it did.

Of course, the other difficulty is that the Turbo, whenever it passes its test, simply does not have passengers on it; it has loads of sand. In the light of all the remarks that have been made, Mr. Minister—I'm going to get into some of the remarks—it seems to me that if we were to go through the quality evaluation testing of the product we could build a test track anywhere. As a matter of fact I have some vacant land in Scarborough by the old Geco plant. I would like you to build a testing thing there. I would like to keep something else out of there.

It seems to me if we ran that thing around with sand then, on the basis of what happened with the Canadian National Railways—I'd like to state very positively here that I have only the greatest admiration for the technology of the Canadian National Railways because, probably more than anyone else in this room, I ride their trains—they admit now that simply testing it with sand didn't work and this is one of the difficulties. I was wondering if this is one of the factors that led us into this very much maligned test strip, through late summer, through fall, through winter, through spring at the Cana-

dian National Exhibition where the climatic conditions are much more severe. The climate there changes much more than it does in the whole Toronto area or in the whole of southern Ontario. I wondered if this was one of the factors that led us into this.

Hon. Mr. Carton: I am speaking from my own personal knowledge and, again, I would say that to me it just makes damn good common sense to test it. It will be tested; as you point out, incidentally, when it first becomes operational it will undergo the certain tests with sand, too, at the outset because of the climatic conditions over the winter. Then, of course, the supreme test is when the people start using it during the summer of 1975.

Perhaps the people who are advising the minister—maybe the deputy—can add to this but from my own personal knowledge I do not know that it is related to the Turbo's problems. I think that anyone who knew the problems of the Turbo would take this into consideration and say "That's not going to happen to us. We are going to have a test and it is going to take everything into consideration."

Mr. McNab: If I could speak on that, Mr. Drea. We had made up our minds when this was just a thought, this whole thing we are getting into, that we would have to have this type of a test. Certainly, we are very glad that we had in the light of what happened with the Turbo.

Mr. Drea: Mr. Deputy Minister, could I just interject for a moment? You see, to the layman everything is tested, the new car he buys, everything is supposed to be. We are talking about a test here—are we talking about a climatic and people test in southern Ontario?

Mr. McNab: That's right.

Hon. Mr. Carton: On everything.

Mr. Drea: That's all I want to be sure of.

Mr. McNab: I'd like to reassure you on one point. In February of next year a 2½-mile factory test track is being constructed and will be completed at Munich where the conditions are relatively similar. Each vehicle, each component, the instrumentation on the vehicles, will be under test from then on, at the same time as we are having our tests here. This is, I believe, a 2½-mile test; I saw the original construction.

Mr. Haggerty: Going to keep you busy, Frank, here and over in Germany watching all these tests.

Mr. Drea: No, I would like to put in, Mr. Minister, now that the issue has been raised—

Hon. Mr. Carton: I just want to make one remark first, if I may.

Mr. Drea: Can I speak for a moment?

Hon. Mr. Carton: This relates to what we've just finished saying. You are absolutely right about the climate at the CNE. You wouldn't get those particular climatic conditions even in this area, or even a mile or two north or south. The climatic conditions at the CNE are the main factor for the test demonstration being down there. You are absolutely right.

Mr. Drea: What I was going to say—and I'm going to say this straightforwardly; I don't care how many hackles it raises—Mr. Minister, I won in the last election in my riding on the concept that this government was going to bring in a GO-Urban type of transportation that was going to be new and different. Mr. Chairman, I just want to point out to you that with the exception of my good friend from Glengarry (Mr. Villeneuve) or my good friend from Norfolk (Mr. Allan)—and that is kind of unfair—I won by more votes in an urban riding than anybody in this room. And I think it has to be kept in mind that the people in the urban areas want this kind of transportation—and they want it from us.

Mr. Haggerty: There'll be some changes made in 1975, Frank. I'd be concerned about it too.

Mr. Chairman: Order.

Mr. Drea: I wouldn't have raised the point, Mr. Chairman, except they have to put their little needle in—

Mr. Haggerty: You are on your way out, Frank.

Mr. Drea: —and I think some of these things should be put on the record from time to time.

Just to go back, Mr. Minister, I take it that the \$15 million a mile—discounting the cost of technology and everything else—is because, as was said at the Science Centre, we do have a considerable number of routes that can be utilized fairly simply by this mode that cannot be used by the subway.

I take it that the property values, the dislocation the noise and a number of other factors are the difference between \$15 million for this on average, and \$35 million for the subway. Is that fair?

Hon. Mr. Carton: We can utilize Hydro rights of way, abandoned rail rights of way an so on.

Mr. Drea: In other words, in a riding like mine you can use the Gatineau power line for this mode. But could we use a conventional underground subway in that particular instance?

Mr. Bidell: Yes, you could construct a subway along the Hydro right of way.

Mr. Drea: Yes, but would the cost hold true?

Mr. Bidell: The cost would be considerably in excess of this system for the following reason: Where the Gatineau line crosses over roads, you cannot cross at grade with either system of course, for obvious reasons. However, the subway is restricted to three per cent grades, while this system is not restricted to that but indeed can go up to 10 per cent grades. So the ability to climb over or under intersecting roads is much easier than with a subway. If you take the distance required to cross an arterial road with a three per cent grade, by the time you get towards the next station it is time to go under, so you pretty well are going to end up with a completely depressed type of subway operation.

Mr. Drea: Right. I wonder if you could answer me one other question. In terms of noise, vibration or whatever you want to take into account in the total package of delivering a passenger per mile down the conventional type of TTC subway, vis-à-vis the GO-Urban on the Gatineau right of way, how does that comparison stand up?

Mr. Bidell: I don't think we could give that figure on a cost per passenger-mile.

Mr. Drea: No, not cost. Well, let's take it that we are going to build the GO-Urban on the Gatineau—without committing you to anything, because I know you are still looking at routes—on the straight Gatineau line. Let's say we are building the GO-Urban vis-à-vis the conventional TTC subway underneath or on, whatever you want to call it, that Gatineau line. Is it simply the dollar cost that we are talking about or are there some other factors with the TTC?

Mr. Bidell: No, no. Certainly there are other factors besides the cost; there is the impact on the community, with specific reference to noise.

Mr. Drea: What would be the impact on the community?

Mr. Bidell: The subway at grade, or even somewhat below grade, would cause a much greater noise level in the adjoining community than—

Mr. Drea: Even underground?

Mr. Bidell: It wouldn't be built underground. It would probably be in a cut section. But even so there would be a lot more noise—

Mr. Drea: I see.

Mr. Bidell: —affecting the surrounding community than with this system.

Mr. Drea: Than with the GO-Urban above ground?

Mr. Bidell: Yes.

Mr. Drea: Would you have any idea of roughly how much?

Mr. Bidell: I really couldn't give that answer at this time.

Mr. Drea: One and a half, two, what?

Mr. Bidell: We can get that for you.

Mr. Drea: Well, the thing is experimental now; I'm not asking anybody—

Mr. Bidell: I would say there would be at least double the noise.

Mr. Drea: It would be at least double? So, in other words, you really couldn't—before I ask this, are you familiar with the CNR spur line up to Stouffville?

Mr. Bidell: To some extent.

Mr. Drea: You know how close it is to the houses there. Could you really let the TTC build a subway or a rapid transit system up through that very narrow gap compared to some of the things that you are suggesting?

Mr. Bidell: Oh, well, there are two reasons why you couldn't; one of them, of course, being what we are talking about, the noise aspect. But the other is straight physical.

In other words, you could not construct the subway within the existing right of way of the railway. It's impossible. You would have

to acquire additional right of way. This system you could build down that right of way without the acquisition of any additional right of way.

Mr. Drea: How could you do that? Could you explain that just in layman's terms? It is a very narrow right of way. At least it seems to me.

Mr. Bidell: Well, the total two-way guideway is no more than 19 ft in width and the columns supporting the guideway wouldn't be any more than 3½ to 4 ft in diameter or square. Therefore, you could construct the guideway down this right of way without the acquisition of any right of way.

But in the case of a subway, to get around the noise level, for example, you would have to cut. In order to cut the necessary amount for the provision of two-way subway trains and the construction of retaining walls you would definitely require property acquisition. And if you went to slopes then, of course, the property acquisition gets that much more severe.

Mr. McNab: I think there is another point—

Mr. Drea: I am a little bit interested in this you see, because I once suggested during the heat of the campaign that maybe we would tunnel it and the people who were there then and who are not there now, suggested that it would be at least \$9 million a mile and that it was a foolish type of expenditure.

I am very interested that we could build this without a cut on the existing grades. Mind you, I take it that we would have overpasses at Eglinton and some of the things that are now being built, eh?

Mr. McNab: What you have to remember, too, and particularly when you are getting the effect on people—and this is what you are basically interested in here with this line of questioning—that the construction of a guideway can be done in practically any stretch within a matter of days. You pour the footing, erect the column, and the beams are all pre-cast.

Now in any cut and cover, or any type of subway construction, as we all know, the disruption to the community goes along for years. And this is another factor, of course, I think is important to the community.

Mr. Drea: Since you are kind of an expert on this, do you suppose you could help me out? I have a number of damage claims against the CNR on that particular line because they are using much heavier equipment

than they ever promised to and they are cracking walls.

Do you suppose somebody in your ministry could give me a little bit of help on that, because the federal government is monumen-tally unconcerned. They say it is tough.

Mr. Haggerty: That is typical even of construction of new highways in Ontario.

Mr. Drea: The houses were built before the railway and they were all promised—but if anybody in your ministry can give me some help on that I am sure the homeowners would certainly appreciate it.

Mrs. Campbell: Subpoena them and they will have to give you some help.

Mr. Drea: Mr. Minister, just coming back to these costs, I have \$15 million down here for the existing GO-Urban system in the three areas and that's a ball park figure. And I have \$35 million down here for subway construction—and again in the three areas—that's a ball park figure, and we have down \$25 million a mile, although to me that cost is somewhat suspect, but I'll go with the \$25 million. Mr. Minister, at a saving of \$20 million a mile for rapid transit, has anybody got any idea of how much it would save us, after the initial construction, in Toronto, compared to what we are spending now, or what we might have to spend?

Hon. Mr. Carton: In the way of not building—

Mr. Drea: In the way of getting people to the centre of the city, in terms of the conventional ways. Has anybody got a figure on whether this would save us money, or whether we are going to go over the top, or what have you?

Mr. Bidell: No, this figure wouldn't be available.

Mr. Drea: How much do we spend right now in Metropolitan Toronto? No. Let me put it this way—let's go back five years. How much are we spending every year to facilitate, through us, getting people into downtown Toronto by road and by car? I'm taking into account that Highway 401 construction. Maybe you could get this for me. It seems to me that years ago I read a headline that it was going to be \$60 million and five or six years of detours. In Scarborough there are still detours and I presume the \$60 million has gone long ago, in the light of inflation. It seems to me that every time I drive the Don Valley Parkway they are doing

something else there, and I presume we are paying them 50 per cent to do something else there.

Every time I try to get to this building they've got Wellesley St. cut off. We wouldn't let them widen Wellesley St. so they've now got that cut off to everybody. They are going to plough ahead on Dundas St. because they were told not to do it on Dundas St. They have horsed around the whole side of this building, which was totally unnecessary, on both corners of Avenue Rd. They are now up at Upper Canada College repaving and fooling around.

Every time I come down here there is a new sign up. I came down Jarvis St. today—which the member for St. George may be interested in, because maybe she didn't today—out of sheer desperation and, so help me, they are on Jarvis St. repaving. And there is not a bump on Jarvis St. You can't even turn into this building. As a matter of fact, at Bay and Wellesley you take your life in your hands to make a right turn, because they've got some guy in there digging out cables. He's been there for at least three weeks.

Mrs. Campbell: I want a safe-driving award. I haven't knocked over one of those orange things yet, but I'm going to one of these days.

Mr. W. Ferrier (Cochrane South): If you people don't want to pay for paving down here, send the money up to the north.

Mr. Drea: That's what I'm getting at. Oh, I'm getting to that. I'm trying to put some paving up with you. This is the point. We don't need it. Why all this paving down here? Why all this nonsense?

Mr. Chairman: Mr. Drea, do you—

Mr. Haggerty: They have money to burn. They are buying votes, that's what it is.

Mr. Drea: What?

Mr. Haggerty: Buying votes.

Mr. Drea: Oh, not in Metro. They hate us; they like you.

Mr. Chairman: Order.

Mr. Bidell: What we could give you, quite readily, is the amount of subsidies paid to Metro Toronto and the boroughs over any period of time, or summarized. Is this what you would like?

Mr. Drea: I would like to know how much we have really spent in the last five years

to get cars downtown, because you can't get a car downtown in even half the time that you did five years ago.

Out where I live—and you may think that this is funny—out on Ellesmere Ave. they didn't have to widen it but they really widened it. I said, "You didn't have to widen this. Everybody was perfectly content. It was two lanes right up to the hospital," and they said, "Oh, well, we get a good subsidy. We had better do it this year. You don't know where it is going to be next year." You now have a four-lane road with about nine cars going down it.

As a matter of fact, it's so good right now that you don't need a signal light at Orton Park. I know these things are very incidental to the ministry, but they were going to put signal lights in last year. We gave them a subsidy and they widened the road so much they are not going to put the poles up for lights anymore. There are no cars on the thing, so who needs a light?

Mr. M. C. Germa (Sudbury): Mr. Chairman, on a point of order, would this debate come under research and development?

Mr. Chairman: I was just going to mention that, Mr. Germa. Thank you for reminding me.

Mr. Drea: Mr. Chairman, I think it's a—

Mr. Chairman: I would inform Mr. Drea under vote 2201, item 8, we are discussing policy and development and the minister had advised that we would be discussing the new mode and communications.

Mr. Drea: Yes, I am discussing that.

Mr. Chairman: The speaker may think that the repaving of Wellesley has something to do with the new mode, and maybe he's right—

Mr. Drea: Yes, it does.

Mr. Chairman: —but I would suggest he keep with the item at hand.

Mr. Drea: Mr. Chairman, I'll get out of it, but all I am saying is that we have been repeatedly told that the minister is going to spend \$1.3 billion in Metropolitan Toronto for a transit system. What I am suggesting to you, Mr. Chairman, and what I'm trying to find the figures on, is that in dribs and drabs, with all the nonsense and all the kooks in Metropolitan Toronto and everywhere else getting a subsidy, we may be very well approaching that figure right now.

So the figure of \$1.3 billion for the GO-Urban transit is neither new, nor radical, nor anything else. It is just an example of what we can do if we want to move people from point A to B, vis-à-vis what we are doing now. Having said that, I am perfectly prepared to drop it. I always like these comments from areas where \$20,000 is a big amount.

Mr. Haggerty: You mean \$20 million.

Mr. R. F. Ruston (Essex-Kent): That's \$20 million.

Mr. Drea: Well, \$20 million. What I am going to suggest to you, Mr. Minister, is that we build the GO-Urban transit for the price we are paying. I suggest to you that we are going to be able to provide basic transportation—roads, bypasses, expressways, computers, and so forth in every small town or small community or middle-sized community in the province without breaking the back of the taxpayer to do it. And that is what I was getting at. I hate to say that in that way, but that is what I was getting at. And somebody can answer either "yes" or "no" and I think the answer is "yes." Maybe the next time people who want an expressway in a smaller place won't be so anxious to go at me when I am going at some figures.

But coming back to GO-Urban, Mr. Chairman, Mrs. Campbell I think, or the member for St. George—sorry for getting a little bit partisan but I think my remarks should stand—well, yes, she is both and she is a very good friend, of mine.

Mrs. Campbell: I was "Mr." last night, you missed that.

Mr. Drea: Not from me—never from me. I think she raised a pretty good night. And I am going to get into some of the mechanics of the GO-Urban system, but she put forth a good point which I don't think raised enough eyebrows up at the front. And that is the question about the security of the passengers on the system.

Now, I really think it is all very fair and all very good to say we are going to run the thing like San Francisco, with the Bay Area Rapid Transit Commission, that we are going to eliminate certain labour costs, certain of everything else in the interests of efficiency so we can run the trains automated. But, Mr. Minister, I suggest to you that we are now living in a different time.

I think that unless we are prepared to say to people, particularly older people—and

I say this without regard to sex—and particularly younger people—and again I say it without regard to sex—and indeed pretty well everyone except the Metropolitan Toronto police—and I say that without regard to sex—that the system is absolutely safe, then I think we had better be prepared to put into our cost estimates the money to provide on those cars at least one human being who is in a position to enforce security and perform first aid or what-have-you while this thing is buzzing about from station to station.

Mr. Chairman, I am not a panicky person; I ride the subway a fair amount. The quality of people, particularly that five per cent of the "no-goods" who have been riding the subway in recent years, has decreased very, very dramatically. There are certain stations on the Bloor St. run at which, were I a woman or somebody who couldn't handle himself, I would be very concerned about getting on. The no-goods look rough, they are rough and they intend to be rough. And I think if we are going to talk in terms of moving people from Ellesmere and Markham Rd. to downtown Toronto at various hours of the day, we simply must be prepared to guarantee the passengers a safe ride.

I don't really think this is out of the ordinary. And I don't think the cost is too much. I don't think it is fair to say you can press a buzzer at the next station. I really don't.

Of course, all of us may agree or disagree as to whether this is the inevitable triumph of the welfare state or what have you. Nonetheless those people are there and they are loitering around on mass transit now and I think we should properly take a look two years ahead so that we are going to do something about this so that people can ride the system.

I must say when the member for St. George asked this, I really thought there would be some answers to the effect that we have taken that into consideration. But everybody seemed to think that if you pressed a button, some time in the next 1½ minutes or 10¾ minutes when you got to a station, you would be okay.

I think this is something that we have to build into it. It may cost us a little more, but it is worth it. How we do the mechanics of it, whether it is a policeman or what have you, I leave to you and the people who are going to run it. I think that that is a very valid point.

Secondly, we come back to the question of the handicapped. I ride the CN trains

quite a great deal. One of the difficulties is the handicapped, no question about it, Mr. Minister. The train crews are excellent; they help these people aboard; but invariably, Mr. Minister, it causes a delay. You can feel the lurch going out of the station as they are trying to make up time. After all, they are playing with 100 or 120 miles and if they get the right switch they can do it.

I think that in the light of what this government has done—after all, we were the first government on this continent to put in ramps and we insist that public buildings have ramps—we try to devise a way whereby the handicapped person or the slower person does get on the train. Surely that is no more of an engineering or technology technique than getting a train to run in the dead of Canadian winter?

The only reason I leave it with you, Mr. Minister, is that I would hope it would be a priority item. If we have the engineers—and I think we do in this country; in this province; in fact, in this city—on the one hand to get it to run in a very efficient way, I really think we can commission a couple of engineers and we can come up with some imaginative ideas about how the person who is a little bit slow—and a lot of people are these days, Mr. Minister—or they need a wheelchair or something, can be funnelled into the cars. Maybe it needs an extra door; maybe it will cost us an extra \$250,000 or something. I suggest to you, Mr. Minister, and your staff, we can go to the public and we can say, "Yes, it cost \$250,000 more a car, but everybody can get in."

I think if it is set down now by the people who are doing this that this is a priority item, we can reconcile it. Maybe it needs a total provincial subsidy; maybe when they put in this kind of operation and eventually we are dispensing it or peddling it or selling it to municipalities, maybe we say "Yes, the thing with the handicapped or the slow or what-have-you costs a little bit more but the province will pay for it as a whole because we have to move these people."

Mr. Minister, I would like to get into some of the technical aspects of this. I will say to you quite candidly as a member for the riding which, as I said before, is going to make or break the entire system, I would like to know a number of things.

First of all it has been raised—and I must say by people not from within my area and probably by people who are never going to ride this particular type of vehicle—that

since it is an elevated type of conveyance there will be some difficulties between stations if anything goes wrong. Again I know that this is an experimental programme. We are really not into the technology of the thing but I would hope that this is being taken into account.

Hon. Mr. Carton: It is. Do you want to explain it, Kirk?

Mr. Foley: Mr. Drea, we are at the present time, and have been for some time, undertaking a number of what we consider evacuation procedures. However, I would like to say this: That our evaluation indicates that the safest place for the passenger on a car that is—

Mr. Drea: Immobile.

Mr. Foley: —immobile, is in that car. It is the same situation in the subway—you don't want the passengers, unless it's an absolute necessity, to be on the track or on the guideway.

Procedures are being designed and retrieval vehicles are being designed so that vehicle can be brought into a station. And it's most desirable not to have the passengers evacuate the car. We are taking steps to provide evacuation capability. On elevated guideways there's the question of whether you grid the guideways so they can walk on them, or whether you evacuate them through various ladders either on the car or on the guideway.

I come back to it that it makes the most sense to handle the people in the vehicle with retrieval vehicles. That's one of the reasons why the redundancies built into the vehicle monitoring are so large so that we know precisely when something does happen, when there's a vehicle immobile, it can be located.

Again the voice communication between the command and control system and the passengers is built-in for exactly that—so that you can communicate, so there isn't a question of an immobile vehicle without the passengers realizing what happens.

Mr. Drea: Just excuse me a moment. I take it then that the whole train is going to be without an engineer? It's going to be an automatic?

Mr. Foley: Yes. At this point, sir, the command and control system, pardon me, the frequencies of headways—if you were to desire a security guard within the train, I

think that is a matter of policy and not technology. I would suggest, though, that the technology demands that the reaction time and the amount of information that a vehicle operator would have to have and continually feeding into him is so large that he wouldn't be able to meet those kinds of headways, and therefore you have to take the throttle away from an individual.

Mr. Drea: What does that mean in plain English?

Mr. Foley: It means that the system must be automated to get the capacity out of the system.

Mr. Drea: How fast is it going to go?

Mr. Foley: Our average speeds are around 40 mph—capacity is 50 to 55 miles per hour.

Mr. Drea: You're not suggesting to me that a motorman, or whatever you want to call him in the front, couldn't stop at 40 to 45 miles per hour?

Mr. Foley: I'm suggesting, sir, that if you read the specifications we have a six-second design which provides substantial capacity.

Mr. Drea: It won't work. It will be 10, or 12, or 15.

Mr. Foley: I would suggest, sir, that the system that is being designed is designed to operate at those speeds.

Mr. Drea: Mr. Foley, you and I know that it won't work. It's a nice thing to go for and I give you yards for it, but we know with human beings and everybody getting on the thing and everything else that—

Mr. Foley: The headway is not a function of station dwell time necessarily, and we could go into a long argument here.

Mr. Drea: No.

Mr. Foley: I think the point is though that in order to achieve the capacities that are required and the power of the system, it must be automated. The question of the security guard, though, is a policy question and not a technology question.

Mr. Drea: No, I'm not talking about the security guard, I'm talking about the guy up in the front or whoever runs it. We're not going to have anybody on there. That's the way it's planned now.

Mr. Foley: It's planned to be automatic.

Mr. Drea: Okay. We're going to have somebody on the platform at the station, I would take it, to make sure everybody is aboard?

Mrs. Campbell: No.

Mr. Drea: We must, you know, even the subway has a guy who blows a whistle to make sure everybody is through the car doors and on the train.

Mr. Foley: The doors as they are designed now—and this is obviously a safety factor—are sensitive so that you can't begin operation unless the doors are closed.

Mr. Drea: Yes, but what if you're a lunk like me—and I do ride the subway, believe me—you try to get in and people are coming out? You wait up the track a bit because you think the guy is going to come on and stop. He doesn't stop, you have to walk down. The fellow leans out the window and he blows one toot on his whistle and he waits a couple of seconds to make sure you're inside the door.

Mr. Foley: Sir, this is no different than a Toronto-Dominion Centre elevator where the door is sensitive. You can stop that door and hold the elevator.

Mr. Drea: What difference is there between that elevator in the Toronto-Dominion Centre and the elevator in this building? Is there any?

Mr. Foley: I can't answer that question.

Mr. Drea: There's an eye beam. It's supposed to stop. I've seen some people get a pretty good body jolt in the elevators going up to the second floor in this building. I have. You should try it, Mr. Foley. Not the one around here but the one in the front. But in any event we plan for no one on the platform.

Mr. Foley: No, I'm not suggesting that. I'm suggesting that the doors are sensitive—

Mr. Drea: Yes, okay.

Mr. Foley: —and I'm suggesting that you require security personnel on the platform. Again, that's a policy matter and not a technological matter. It can be handled by the built-in features of the technology. In addition we indicated that there is closed circuit TV surveillance on every platform that the command and control operator can override any of the trains at a platform.

Mr. Drea: Do you know there is TV surveillance on the TTC right now—

Mr. Foley: Yes.

Mr. Drea: —and you still get hold ups every night?

Mr. Foley: Yes sir, I recognize that.

Mr. Drea: The ticket takers get held up right under the view of the closed circuit TV. They can look upstairs and they can watch whatever they may have.

Mr. Foley: I think the issue that's being discussed is whether or not the technology is capable of working.

Mr. Drea: No.

Mr. Foley: There is another issue of security that must be dealt with on a policy basis—

Mr. Drea: No, Mr. Foley. Look at it from my point of view. I have people who are going to get on a train at 11 o'clock at night at Ellesmere and Markham Rd., provided—let's say we go down the Gatineau route. They are going to get on a train, and come downtown.

I know what the technology says. I know all of these things, but surely we are not going to say that that person goes into that station all by himself, puts a token or an amount of change into a container, goes up on a platform, waits for an automatic train, it comes along, opens the doors for a certain amount of headway, he gets on that train and then proceeds down to—oh let's say that they go down to Midland and Lawrence, which is on the Gatineau—and there is not a human being all along that right of way? I know the technology will do that, but surely this really isn't in the cards?

Mr. Foley: The issue as I read it, and I'm trying to be helpful in the process, is the security policy of the TTC—whether it will provide security agents in its subway stations, its GO-Urban stations, its dial-a-bus operations, whatever operation it is, automated or not. As you point out, even with TV surveillance and platform personnel there are security conditions.

I think the issue is a policy matter that has to be dealt with at the operator's level as to what level of security he requires. What we are trying to do in the technology is build him the greatest number of options in the technology.

Mr. Drea: Okay, I understand your position. But surely, some of the people like yourself who are putting the capability into this system are aware of the fact that you can have the greatest technology in the world, the train may run the best in the world, everything may be great—but if people are terrified to get on it, then we have got a \$1.3 billion disaster. If nobody rides it because they are terrified we have got a disaster.

I don't want to get really hamstrung, because I'm prepared to accept your concern right now with the technology. You have to make the thing work, I know that. But I think that hand in hand with the technology there has to be a concern for the people who are going to ride it.

Mr. Foley: Surely.

Mr. Drea: You know, in the States now they will not ride a bus because they think they will get mugged. You can put the greatest bus out there and they won't ride it because there is physical danger. Surely when we are building this, along with the technology that makes it run safe and reliably and flexibly we are going to put a lot of input into this so that it will be safe for me, it will be safe for Mrs. Campbell, it will be safe for all kinds of other people, aren't we?

Mr. Foley: We are doing everything possible to build into that system whatever safety features that can be designed—including manual override of the automatic control. But again the question of whether you staff it is a policy question.

Mr. Drea: Okay, I'll stop there. Mr. Minister, you've heard me. It is a policy matter and I'm sure that you are concerned about this. I think one of the greatest assets we have on rapid transit in southern Ontario is that you are safe. You simply can't put in a rapid transit in certain areas in the States because people won't get on. I would certainly hope that it doesn't come to this.

I would hope as a policy matter that this is one of the things that does come out in the booklets, alongside the fact that it rides at 30 miles an hour safely without a bump—that it is safe for you as a human being, putting up your 15, 25 or 30 cents.

Mr. J. H. Jessiman (Fort William): Carried.

Mr. Drea: No, I am not finished.

Mr. W. Newman (Ontario South): At least it wasn't me.

Mr. Drea: No.

Interjections by hon. members.

Mr. Drea: I was trying to find out whether he was running a railroad or running the highways out by me.

Mr. Germa: Now you know how we feel.

Mr. Drea: Of course, one of the interesting things is that I would have enough common sense to pay attention. If it was an expressway concerning the city of Sudbury, I would figure it was your matter. I really think that when it is a matter that is concerning the people of Metropolitan Toronto that the tubes from the outskirts pay attention.

Mr. Chairman: I don't know whether that was in order or not.

Mr. Ruston: Is that in the estimates, Mr. Chairman?

Mr. Drea: It is on the record now. I have one last question. I am sorry for belabouring you, Mr. Foley, because I know you are concerned with the technology. The problem is that a lot of us are convinced that this is going to work, as I have said before. Therefore, we are kind of giving you, Mr. Foley, the back of our hand. The technology is well in hand, but we are interested in the fare collections at the end. I am sure that makes you feel warm inside.

Mr. Minister, when the GO-Urban begins at the CNE, have we got any plans as to how we are going to let people on it? Is it going to be a spectacular event to have a ride on the test track or is it going to be people who are just coming down that want to have a try, and what have you?

Hon. Mr. Carton: I imagine anyone at the exhibition can get on the GO-Urban by lining up. We would have turnstiles, I suppose, to guide the crowds. I haven't gone into it personally, but we must have it so that anyone and everyone can have a chance to ride it. People from out of town or visiting the exhibition may be as interested in riding it as the people who live in Metro.

Mr. Drea: Are we just going to confine it to the exhibition period or were you going to go on into other periods?

Hon. Mr. Carton: Oh, beyond the exhibition period of three weeks?

Mr. Drea: Yes.

Mr. Foley: Sir, perhaps I could attempt to treat the whole question. First of all, there will not be fares. We cannot charge the usual fare.

Mr. Drea: No, no, I didn't want fares.

Mr. Foley: It is not a question of a transportation system around the Ex for a price. At this point in time, we are obviously very desirous of getting down to a number of what might be called endurance tests of the system.

Mr. Drea: Right.

Mr. Foley: This means that, at that point in time, we wouldn't particularly want to have passengers on it. I recall about two weeks ago initiating a number of these situations to say what is the best feasible means throughout the fall of 1975 to demonstrate this to the public so they can see as much as possible. The mere fact of getting on the system and riding it on to the next station may or may not do that.

It might be appropriate to give the public access to the control centre and to the various devices so that they can see, in fact, how it operates as well. If that's the case, then it might be less than an endurance type of test. Subsequent to the CNE, there will be some opportunity for on-board testing by the public. Of course, we would like to tie that together with various events, and that would take in the whole schedule of what events are taking place and what's happening at the CNE that fall. But we do need certain time, and quite a bit of it, to get into what we call endurance testing during which we would not want to have people on—when we want to run this thing to its maximum endurance to see what happens to various components and various testing. We are in the process now of developing what we would call demonstration formats or scenarios.

Mr. Drea: Okay. Now, Mr. Minister, I come to the last part of this, the technology of this operation. It is my understanding that certain patents are now owned by the company that has developed this. They don't own any?

Mr. Foley: No, I am sorry. I thought you meant the OTDC.

Mr. Drea: No, Krauss-Maffei or whatever it is. They own certain patents now because obviously they have them. What happens

after the test period in terms of what we can do with the capabilities that we have provided for this system?

Mr. Foley: If I can answer it as briefly as possible: First of all, any patents, from the date of contract on through the system, are jointly available to both parties—and of course we don't have to worry about expiration dates, they carry on. So what you are really concerned about is present patents with terminal dates of 17 years, and how many of them have run out.

In a number of cases they are already advanced in three, four, five and six years. We made the judgement, in going to a 12-year contract on licence agreements, that there is sufficient change, and it is our obligation to continue second and third generations. So that after 12 years the effect of currently existing patents will be minimized to the extent that it would be a negative feature for us to continue to pay for them. And the risk element associated with having to pay a royalty ongoing for a patent after the 1985 period was so low that it didn't make any sense to pay for another 10 years.

Mr. Drea: Okay. Now then, presupposing—Mr. Minister, do you mind if I ask Mr. Foley directly on that? Presupposing, as I feel, that this is going to be successful technically, have we made any determination as to who is going to build the railway stock, and this kind of thing? Because we are talking in terms of two years—

Mr. Foley: We are in conversation right now with a number of companies that are interested in sublicensing provisions for manufacturing arrangements, and we would obviously have to provide them with training and knowhow agreements in the same sense that we have.

Mr. Drea: Canadian companies?

Mr. Foley: They are all Canadian companies.

Mr. Drea: Ontario companies? Basically?

Mr. Foley: A lot of them are Ontario, but Canadian basically.

Mr. Drea: All right. So that we have taken into account the head factor that we have to set up an assembly line or whatever else is required?

Mr. Foley: Oh, yes. The delivery capacity for manufacturing potential is a very real

concern. And if I could just point out one other thing—you have got to concern yourself with maintenance, and we are already discussing training programmes for maintenance personnel with the academic and educational sectors.

Mr. Drea: Where would the maintenance be done? Would this be done in the community colleges or—

Mr. Foley: The community colleges are now talking to us about developing curriculums so that they could retrain and train maintenance people for the system.

Mr. Drea: Just so that I understand, Mr. Foley, then the maintenance would be as Canadian as possible?

Mr. Foley: Oh, yes.

Mr. Drea: And the manufacturer would be as Canadian as possible?

Mr. Foley: Right. That is our primary objective in the industrial strategy — to Canadianize the technology both in its development and in its maintainability.

Mr. Drea: Well, would it be as Ontario as possible?

Mr. Foley: That is a question I have to defer, sir.

Hon. Mr. Carton: Canadian.

Mr. Drea: Canadian? All right, well, that is good enough for me. What about the construction techniques? Are we doing anything with the construction companies? Because they are going to have to build the pylons, etc.

Mr. Foley: Yes, sir. In fact it has been a rather interesting degree of enthusiasm that the construction industry has brought to this, to the extent that they are developing forms for the concrete beam assembly.

Mr. Drea: Not Mr. Simone, I hope? You mightn't get that, Mr. Foley. He is not of this party.

Mr. Foley: So there is a substantial degree of what might be called capital tooling work going on now to provide the delivery capacity, both in the civil engineering and the manufacturing aspect.

Mr. Drea: And this is in—

Mr. Foley: In Ontario and Canada.

Mr. Drea: No, but they are already getting loans on capitalization to provide this?

Mr. Foley: Well, there are some companies now doing various research—well, in one case under a federal grant, a paid programme, in order to research in these areas and provide development, yes.

Mr. Drea: Mr. Foley, maybe this is an unfair question and you don't have to answer it if you don't want to. In terms of jobs created in Canada or this province vis-à-vis overseas, because—I am going to qualify this—at the moment we would have to say, at least through the original Krauss-Maffei contract, that all the jobs were created overseas, how many were there—

Mr. Foley: No, 70 per cent of the dollar content had to be Canadian.

Mr. Drea: No, but I am talking about in the beginning when they originated this programme. It would be 100 per cent. After all, they did it in another country. In terms right now of the initial interest by the construction companies, what would it indicate to you in terms of jobs? Do you have any projection on that?

Mr. Foley: We have done some projections on that and I just don't have those numbers with me. But they have been made public and I can provide you with a copy of them. Now I think your question was what are in Ontario—

Mr. Drea: Would it be significant?

Mr. Foley: Yes, it is quite significant, but I don't know the exact magnitude—thousands.

Mr. Drea: Well, are they the kind of jobs that are putting three rivets into a car—you know, assembly line—or are they going to be something beyond that?

Mr. Foley: Our objective in this point in time with the corporation is to ensure that there are high-technology jobs in Canada. But to tell you the number and the split between what might be called trade, skilled levels, semi-skilled levels, and high technology, I can't do that right now.

Mr. Drea: One last question. How would this compare for instance with the aeronautical industry? For years we had to import—

Mr. Drea: We had to import labour which did the very skilled work while we had training time to teach people the conventional type of jobs. In other words, designers were brought over holus-bolus from England or Germany.

Mr. Foley: Our purpose at this point in time is to capitalize on the existing skill levels in Canada, and it is significant. We are not without substantial skills in Canada. What is necessary to bring in, we are making sure it is to be brought over on the test facility and transferred to Canadian industrial concerns so that their engineers will be the ones to go on to develop the revenue systems and maintain.

Hon. Mr. Carton: The contract has been let already to Spar Aerospace for the five linear induction motors.

Mr. Drea: Okay. Thank you very much Mr. Minister and Mr. Foley. I am sorry to bother you so much on your technology.

Mr. Foley: No problem.

Mr. Drea: I will be the one that is hollering at you about your technology.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Thank you.

Mr. Chairman: Were you wishing to speak on the new mode, or another matter?

Mr. Haggerty: No, I was going to speak on the \$300,000 or so that is being spent on the advertising throughout the Province of Ontario in every weekly newspaper informing the rural people of the possibilities—that if they want a dial-a-bus they can get it at their doorstep, or if they want to go by GO, they can get GO. What are you going to do to the rural areas and the small municipalities now that you are into this type of building new construction facilities for transportation in the larger urbanized areas?

I have letters come across my desk because you have cut the budgets of most municipalities. Are you going to give any consideration to upgrading their assistance and bring it more in line with the expenditures that are going to be spent on the larger cities such as Toronto, Ottawa and Hamilton?

I don't know whether the minister is aware of the problem that now exists in certain smaller communities where we have gone into the school bus business for busing children back and forth to school. There has

Mr. Foley: Favourably.

been damage done to some of these municipal roads that were not capable of carrying heavy equipment. Is there any consideration being given to additional financial assistance to these communities?

Hon. Mr. Carton: First of all, Mr. Haggerty, I might point out it is \$119,000 that has been spent. Insofar as the smaller communities are concerned, I think you may be interested in Welland. The 1973 estimates are, operational, \$30,200; capital, \$376,500.

Mr. Haggerty: The city of Welland has its own bus transportation.

Hon. Mr. Carton: I am giving you the subsidy dollars they are getting. I have a record here of some 50 cities across this province that are participating in this programme whose advertising you are criticizing.

Mr. Haggerty: These are the larger, urbanized areas within the regional municipalities. But what about smaller communities like the towns of Fort Erie and Pelham where they don't have an actual busing service? They could spend all their road budget in purchasing busing equipment.

Hon. Mr. Carton: Again, I am talking across the province. There are some 50 or 60 urban centres across the province that are participating and I can read out the whole list to you if you want—and they are very substantial dollars—

Mr. Haggerty: Yes, this is right, but you are probably—

Hon. Mr. Carton: —and being put to very good use.

Mr. Haggerty: You have increased the subsidy to these larger municipalities, but on the other municipalities you have cut back on their expenditures—and this is where you are causing an undue hardship. They can't maintain the roads and they can't even fill in the potholes.

Hon. Mr. Carton: Again, I am referring to the criticism you are levelling about the advertising and the fact that it doesn't relate to the rest of the province. It does in fact and in deed, and if you have any problem with the roads, we will cover that under another vote—

Mr. Haggerty: No doubt we will.

Hon. Mr. Carton: —under construction or under maintenance.

Mr. Haggerty: Perhaps you are not up to date on it, but I think perhaps I should suggest to the minister that he should be doing some research as a result of this current energy crisis. Have you given any consideration to the reduction of horsepower in the larger automobile engines to conserve energy?

Hon. Mr. Carton: We are very definitely studying it.

Mr. Haggerty: But you have given no direction to the automobile industry in reducing the horsepower of the larger cars?

Hon. Mr. Carton: We have a study underway. It was started in August, but it has not been made public yet.

Mr. Haggerty: Is there anything in that study that suggests a reduction in the speed limit on our highways to conserve energy? Has the minister given any consideration to this? It works very well, I guess, down in California.

Mr. McNab: Mr. Haggerty, if I may, speak on this general thing. An interdepartmental committee has been formed of senior officials from a number of departments, headed by the Deputy Minister of Energy. Mr. Adcock is our representative on it. They are meeting regularly and coming out with recommendations across the whole picture of energy conservation, including the type of items that you are suggesting having to do with horsepower; having to do with speeds; and many other ways of conserving energy generally and, particularly, in the area of gasoline and heating fuels.

Mr. Haggerty: When can we expect some information on this which would be in more detail?

Mr. McNab: I would think there would be some action very quickly. This is an action-oriented thing. It is not a thing for which you would have to get agreement on all aspects of it. When the Minister of Energy (Mr. McKeough) and the cabinet decide on these things, they can be implemented as they are required.

Mr. Haggerty: In other words—

Mr. McNab: In answer to your question, a great deal of effort and research is going into this matter at the present time.

Mr. Haggerty: If there is a freeze on the use of—or rather to conserve—energy in Ontario and particularly in Canada, you will be ready to step in with phase 5 of the federal

policy on energy? That's the one, gasoline and diesel fuel, I guess it is.

Mr. McNab: I don't know what we will be able to—we will certainly be able to step in as a province.

Mr. Haggerty: You are all prepared?

Mr. McNab: Yes, we are getting prepared.

Hon. Mr. Carton: Prepared to lead the way.

Mr. Haggerty: It doesn't look like it from this report, does it? You should be on the ball right now and have it ready for us. Let us know what—I just bought a big car. I wish I hadn't bought it now.

Mr. L. Maeck (Parry Sound): We are going to outlaw that right off the bat.

An hon. member: You are going to have to change engines.

Mr. J. P. Spence (Kent): You had better sell it.

Mr. Haggerty: Pardon?

Mr. Maeck: Four-cylinder.

Hon. Mr. Carton: You will have to use the subways.

Mr. Chairman: Mr. Haggerty, have you completed?

Mr. Haggerty: Yes, on this.

Mr. Chairman: Mr. Ruston.

Mr. Ruston: I understand that your new system which you are setting up in the Exhibition grounds, you expect to have it in operation by the summer of 1975; you are going to test it that particular summer and, I suppose, the following winter; is that right? It would seem to me that the winter time is probably going to be one of your key times as far as testing is concerned, and whether it will withstand our winters here. Of course, it might be a mild winter or it might be severe, but that's the chance you might run into.

Apparently there are no systems similar to this now operating in the world—and you are going to have to experiment with it in summer time as well as winter time. If you run that, then what are your plans? About one year of experimental work on experimental operations, or what do you contemplate?

Mr. Foley: Sir, the deputy minister mentioned that there is a 2.5 km test track which will be built. I think we will put the first vehicle on it on March 1—and I will confirm this for you—at which time we will be, if possible and if necessary, depending upon what is happening to the local climate then, undertaking some preliminary winter testings. And we will have the capability, if necessary, to also use ice- and snow-making machines in order to test that in that period of time.

In 1975, we will have both the Munich track and the Toronto track operating at various stages of testing through that winter. Subsequently, in the winter of 1976, we will have a capability for testing during that period as well. But, as you test various features of it, you are able to bring them from a test stage into what we call a pre-production design phase. That's the process which we would go through: cycling components through testing, prototype, pre-production and production, in order to meet the revenue system dates.

Mr. Ruston: And then your plans are, if it is to be in the Scarborough area, I suppose that construction would follow in 1975-1976—that's when you would start building your system in Scarborough. Is that the general idea?

Mr. Foley: The guideway alignment stations and so on.

Mr. Ruston: In 1976 in Scarborough?

Mr. Foley: Right.

Hon. Mr. Carton: Depending upon the determination of the route by Metro.

Mr. Foley: That's right.

Mr. Chairman: At this time, on item 8, we have the chairman and some of his staff from the ONTC; perhaps at this time we could cover that matter in this item.

Mr. Stokes: I think you had indicated you wish to speak on this matter.

Mr. S. B. Handleman (Carleton): Mr. Chairman, are you leaving the new mode?

Mr. Chairman: No, we are not dealing with a new vote. We are dealing with another matter under this same item.

Mr. Ruston: He said "new mode."

Mr. Handleman: New mode.

Mr. Ruston: The new mode, he said.

Mr. Chairman: Under item 8, we are dealing with a number of matters—new mode, communications and ONTC.

Mr. Handleman: Well, my question was, are you leaving the new mode now for good?

Mr. Chairman: Well, I was hoping we were—

Mr. Handleman: I have one short question.

Mr. Maeck: We would like to.

Mr. Chairman: —because it has been getting very, very repetitious.

Hon. Mr. Carton: It probably has to do with Ottawa, I think—

Mr. Handleman: No, the question hasn't been asked here, as far as I know. It concerns the rights for licensing, submanufacturing and export.

Hon. Mr. Carton: It was explained fully yesterday.

Mr. Handleman: Have you gone into the sharing of the world markets?

Mr. Chairman: Yes.

Hon. Mr. Carton: It was gone into completely yesterday.

Mr. Handleman: All right.

Mr. Chairman: Mr. Stokes.

Mr. Stokes: Yes, under ONTC, does the chairman have an opening statement he wants to make or is he just prepared to field questions as we put them to him?

Mr. Jessiman: I'll just field the questions as they come, Mr. Chairman.

Mr. Stokes: All right. I want to know what the ONTC's policy is with regard to areas in the north that have suffered at the hands of the two common carriers because they were captive shippers in remote areas of the province. I am thinking particularly of northwestern Ontario, which is not served either by the Ontario Northland Railway, Star Transport or norOntair.

The northwestern part of the province is discriminated against, in my view, because ONTC has been selective in the kinds of commodities that will come under the 18 per cent subsidy, and this is going to work to the detriment of northwestern Ontario inasmuch as they don't have access to that

kind of subsidy. They have made it quite clear to us that it will not involve the transport of resources or raw materials.

But any time you give a preferential position to a specific area of the province, it goes without saying that there is going to be a favoured position, and their ability to compete in whatever endeavours they may undertake will be enhanced by this subsidy. So that while we all appreciate that you are limited to the areas where you do have a facility, I'm wondering what progress has been made in consultations with the two major carriers, Canadian Pacific and Canadian National, to attempt to ameliorate the unfair position that northwestern Ontario has been placed in, both in materials shipped into the area and those that are manufactured or semi-processed in the area and shipped out. It is quite obvious that the ability of entrepreneurs, businessmen, and even individuals to seek the good life is going to be impaired as a result of this advantage that has been given to northeastern Ontario.

I'm not saying for one minute that you shouldn't have done this. I'm just asking if you've made any attempt to prevail upon the two carriers, or to offer a subsidy to the two carriers, so we will be in the same position as those people living in northeastern Ontario.

Mr. Jessiman: I'm sure Mr. Chairman, that I, as the member for Fort William riding, share the concern of the member for Thunder Bay riding, in that the northwest doesn't share and cannot at this time share with the ONTC-covered areas, as the member is quite aware.

But to counteract that, or to attempt to, let me say that we have no intention of spreading our rails farther west to go in competition with the CNR and CPR, at this time. Our people have been in constant contact with the railways in an attempt to get them to agree with us that the figure of 18 per cent was possible. They said "Go it alone," and we did. It is under investigation as you know. It is under a weekly scrutiny to see what the effects will be to the householder, to see if this 18 per cent will actually reach into the household.

The only means of transportation that we could interline with would be in trucking and we've had a very careful look at the Lakehead Freightways, with the full co-operation of its owner-manager, to see what value we could place on a subsidy, so that if it works in the northeast we expect that we will be working closer with the carriers in the north-

west. But we have to know the value of their operations; this is the reason so many rumours were rampant. We didn't want to buy them at that moment. We were looking at an attempt to make possible the same arrangements in the northwest as we are attempting in the northeast. I don't say this is going to work. We are trying to make it work, I'm sure the member is quite aware of that.

We've gone further than that. The department has done a very comprehensive study on bargeing, in the hopes that in the next phase we could possibly get the common sector interested in going into bargeing. We would help them get into it, because the department has done, in my words, a very beautiful study on bargeing, in the hopes that we could introduce bargeing on the Great Lakes. I'm sure the member is aware that the Great Lakes Paper Co. is having a new barge built at this moment. So even though it is owned by CP Investments—the control of Great Lakes Paper Co.—it can't afford its own rail service so it is going into bargeing. So we are studying it and we are attempting to get the private entrepreneurs interested in this with us. We have a programme that hasn't been presented publicly yet, but will be in the very near future. It's designed to interest certain companies in shipping, so we have hopes that we will be in a more competitive position with the two major rail carriers, because I don't have to tell this to the member for Thunder Bay. He has worked with them. He knows what their common goals are—profit. Ours aren't, as you know. In the past year we had something like a gross of \$30 million with a net profit of \$200,000. That was over the full operation for a year. We are attempting to give these types of services without getting into direct competition, but, as I say, we are looking at the assistance we may be able to give other carriers, even if it comes to a study on subsidies.

Mr. Stokes: Specifically dealing with the bargeing, Mr. Chairman, it is my understanding that ONTC is getting into, or is proposing that it do a lot of barge work between Moosonee and the east coast of James Bay in association with the James Bay development. I specifically asked the Minister of Transportation and Communications if he wouldn't undertake a barge service along the west shore of James and Hudson Bays to look after those remote communities up there to bring down the unit costs of groceries and provisions, because in those remote communities the only access to them

at the present time is by a barge operated by the Hudson's Bay Co. The minister said no, that we are not getting into the barge system, but we are going to put our emphasis on airstrips. I am just wondering, how does that square with your expressed intentions to get into bargeing?

Mr. Jessiman: I didn't say we were getting into bargeing. We are attempting to encourage others to study it to see if it is economically viable to compete with CN and CP. I am talking about the Great Lakes and the James Bay area, which we are very interested in. One trip a year is made up to the areas you are talking about. I happened to be there one day when the barge arrived—one trip a year. They only have two barges servicing that area. One was blown inland last fall. It is being replaced. It is being built in the Port Arthur riding, as I think the member is aware. It is our interest in hoping that they will expand this barge service.

Certainly our rail service this year has increased by, I was going to say 20 per cent. We had an order for five million gallons of fuel oil that we weren't able to handle. We were able to handle two million gallons of it in an area where we didn't touch up until this year. We are interested. We are trying to get the entrepreneurs, the private wing, to come in. We will help them, but we are not going into the bargeing business on James Bay. No way.

Mr. Stokes: If you do propose to help them, how are you going to be any more assured that the assistance that you are prepared to provide will find its way into the pockets of people who are having an extremely difficult time just keeping body and soul together, on the basis of rates as they exist at the present time? While you are answering that one, what has been your experience with regard to the 18 per cent subsidy in northeastern Ontario? What percentage of this, if any, has found its way into the pockets of the people you are trying to help?

Mr. Jessiman: If you are referring to the people up in the James Bay area, I would have to say no, there has been no effect whatever on them, because there has been no direct communication with them. I would have to agree with the member that certainly the way to service them is by air, not by barge; that is far too slow.

Air service is the intention of our government I am sure. I am not free to speak on

air policy. I shouldn't say I am not free to speak; I am not well enough versed to speak on the air programme at this time. But I know that they intend to beef up and give a much better service in the James Bay area.

Mr. Stokes: We will get into that on another vote, the airstrips section. I am not going to pursue my questioning any further. I want to be assured, however, that you are actively pursuing the possibility of getting into areas that are either unserviced at the present time or serviced very, very badly,

which would indicate that you must, if your expressed intention is to act as a development road. There are a good many options left open to you to get into far remote communities and assist them by improving their options with regards to transportation, which is the one factor that inhibits the kind of development that we must have if northern Ontario is to grow and prosper. I know my colleague wants to get in on this.

It being 6 o'clock, p.m., the committee took recess.

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Estimates, Ministry of Transportation
and Communications

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Tuesday, November 6, 1973

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1978



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LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, NOVEMBER 6, 1973

The committee resumed at 8:05 o'clock,
p.m.

**ESTIMATES, MINISTRY OF
TRANSPORTATION AND
COMMUNICATIONS**
(concluded)

On vote 2201:

Mr. Chairman: Order. We are on vote 2201, item 8, ONTC. Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): Mr. Chairman, I would like to get into ONTC's involvement in telecommunications. I read again with a great deal of interest the lengthy contribution that this minister made in the Throne Speech debate—

Hon. G. R. Carton (Minister of Transportation and Communications): May 23.

Mr. Stokes: May 25, 1973, which is almost 18 months ago.

Hon. Mr. Carton: No, it is only six months ago.

Mr. Stokes: That's right. I thought it was 1972, it was 1973, pardon me. Now, what threw me off was your reference to the Speech from the Throne on March 30, 1971, wherein it said the new ministry of T and C was instructed to develop policies which would, in the words of the Throne Speech:

Ensure that the interests of the people of Ontario are fully represented in the developments associated with radio and television broadcasting, educational television, cable and special-purpose video, data transmission systems, telephone and telegraph services, and the use of the Telstar communications satellite.

And a short while after that the Premier (Mr. Davis) elaborated by saying:

The government sought to assess the real needs of the people of Ontario in this field, contrast those needs with the reality of telecommunications under federal jurisdiction, and express opinions and take such action as the government of Ontario

deemed appropriate in the interests of the people of Ontario.

Now, since that time we are all aware of the interest that has been taken by the Ontario Northland Transportation Commission in Anik 2, the satellite that is supposed to bring northern parts of Canada into the mainstream of the telecommunications network. As a result of this, I think on Dec. 1, 2 and 3, the first radio station that will be using that facility will be opened at Big Trout lake.

Hon. Mr. Carton: Right.

Mr. Stokes: This is the responsibility wholly and solely I think of Bell Canada. You people, through Bell and through the Ontario Northland Transportation Commission, have already embarked on a programme for Winisk. I thought at that time that you would be participating in that satellite to the extent that you would be involved not only with telephone but also radio and television.

Now, I'm told by Mr. Handforth, manager of the engineering section of the communications branch of your ministry, that this is not the case. I phoned Mr. Handforth as a result of a trip that I had made to Inuvik over the summer. Inuvik, as you know, is 1,222 air miles north of Edmonton. I saw George Finstad on the CBC news and the reception was better than the reception is in my apartment over here at 666 Spadina Ave. So I do know the quality of signal that is coming from that satellite.

I wondered why the CBC or some agency wasn't getting itself involved to bring radio and television via this medium to areas of Ontario, which are in mid-Canada and for all practical purposes in the mainstream of things rather than—what is it?—120 miles north of the Arctic Circle up at Inuvik.

So I thought that if it was possible for the territorial government up there and the federal government, in concert with the CBC or the CRTC, I couldn't see any reason why we couldn't have the same kind of reception in northern Ontario. I would just like to read into the record a letter that I got from Mr. Laurent Picard, president of the Canadian Broadcasting Corp. He says:

Thank you for your letter of Sept. 21 urging that the CBC bring television to the northern Ontario communities of Pickle Lake, Armstrong and Savant Lakes. This area is included in our national accelerated coverage plan which is currently pending approval by the federal government. The overall plans call for implementation of some 600 proposed projects over a five-year period in accordance with carefully established relative priorities. The area of concern to you, however, is among those projects for which application to the CRTC would be made during the earlier stages of the plan's implementation.

I am told that the meeting at Pickle Lake to which you referred in your letter, took place on July 31. The CBC was represented and our recollection is that Mr. Ron Willis of the Ontario northern affairs department indicated to the meeting that there was \$100,000 in the 1974-1975 provincial estimates for the establishment of a TV facility at Pickle Lake. Also I understand that Mr. Garnet Conger, of Thunder Bay Electronics, CKPR-TV, stated that his company planned to provide a programme package of videotape if the Ontario financing is approved.

For our part we intend to pursue our plan to bring live TV service to the area and, as indicated above, the projects we envisage have relatively high priority. Both radio and TV services are planned, incidentally.

I trust you will appreciate that our position at the moment is that we must await government approval of the national plan to extend services and the necessary funds to carry it out. We hope this will be forthcoming in the fairly near future. In the meantime we are proceeding only with high-priority projects which cannot justifiably be dropped or held back.

You will be interested to know that one of these is our application for a TV station at Ignace, which has been scheduled for a CRTC public hearing to be held in Sudbury on Nov. 6. I am sure you will consider this latest development a step in the right direction. However, I hope you will also understand that we have such priority commitments in every province which must be met before we can get to the specific area you inquired about in your letter of Sept. 21.

Yours sincerely,
Laurent Picard.

Because of the commitment made by the Premier through the Throne Speech in 1971, and which he elaborated on a little bit later, and because of the involvement of the province through ONTC in the Winisk station that is well on its way, and in the light of your comments made as recently as Oct. 22, 1973, when you, as the Minister of Transportation and Communications, spoke to the annual meeting of the Central Canada Broadcasters Association at the Skyline Hotel in Toronto and said to them:

Broadcasting, both radio and television, is an extremely important component of the daily life of every Canadian within reach of a transmitter. The government of Ontario believes that despite the technological developments of satellites and cable distribution systems, broadcasting remains the primary method of providing entertainment and information services to the bulk of the population of Ontario. In a letter to Mr. Juneau focused particularly at circumstances in northern Ontario, the government urged the CRTC to establish as its first priority the extension of radio and television services to the maximum number of residents.

You also say:

There are areas of Ontario, especially northern Ontario, where we are not satisfied that the needs of our residents have been fully met by broadcasters. The question of extended educational television to all of Ontario was a consideration of the government.

You say in another area:

How the government of Ontario is going to help provide the wider choice has not been answered, but one suggestion we have made, again related at this moment to northern Ontario, is to address ourselves to the development of a new concept of inter-community microwave distribution facilities. We believe the broadcasters have interest in such developments in addition to those of the cable and telephone industries.

I don't know where this \$100,000 figure was bandied about in the meeting that Mr. Picard referred to in Pickle Lake, but obviously he just didn't pick it out of thin air. He must have got, at least, a hint from somebody within one of the various ministries of the Ontario government for him to have come up with that kind of figure.

You will recall that in the same letter he mentions the presence of a Mr. Garnet

Conger of CKPR-TV at that Pickle Lake meeting. Mr. Conger represents TV Electronics, a company that was the beneficiary of \$600,000, some by way of a forgivable and some by way of a term loan, through the Northern Ontario Development Corp. So that we have allocated at least some seed money toward a better, a more adequate, a more extensive telecommunications service in northern Ontario, but we haven't seen any results of it.

I don't want to pre-empt the time of the committee unduly but I think I've given you enough background information, for you, Mr. Minister, or for the member for Fort William (Mr. Jessiman), whoever might care to answer us, to indicate where you're going and how soon you're going to get there.

Hon. Mr. Carton: First of all, I will make some general comments and there may be some specific comments required from the ministry staff, or from the member for Fort William, later.

Basically the accelerated coverage plan, the ACP plan which you mentioned, is a plan that formerly they wanted in 15 years. They had a plan that would cover basically the northern parts of this province, for communities of over 500, and there are some 88 transmitters that would be serving some 60 communities. The accelerated coverage plan is putting this from a 15-year plan down to a five-year plan, but it, in fact, has not received a federal cabinet approval and this was reaffirmed by Mr. Juneau today. As you know, or may not know, I was at Sudbury to see him this morning.

In any event, in the north, as you know, some of the means will be the satellites Anik 1 and 2, the microwave transmission network and the rebroadcasting transmitters. This ministry has, from day one, culminating in the statement that was made on May 23, taken an interest in, and particularly in, the north. What we were concerned about today was the mid-north, covering a line basically across the province, that ends at Highway 101, Highway 17. That particular line.

If you look at that aspect, plus the participation of the NODC and its contribution to Timmins in the form of a loan to Conrad Lavigne—I don't know the name of the network but that's the name of the gentleman who owns it—and in the case of Thunder Bay, a \$600,000 loan, what you are mentioning—and I stand to be corrected—is not the figure of \$100,000 but, in fact, the figure of \$1 million. I understand there is an application for a loan for \$1 million with a programme emanating from Thunder Bay up

through those particular communities you talked about. It may be that only the \$100,000 relates to Pickle Lake, but my understanding is there is an application before NODC.

For the first time since the Premier appeared when he was Minister of Education, we appeared on behalf of OECA before the CRTC. I appeared this morning as a minister for this province to point out the concerns of this province relative to broadcasting and television in the north. Apart from the cable TV applications for Sudbury and Timmins, there are other matters that are coming before the CRTC at Sudbury. Mr. Rathbun can fill you in about Pickle Lake specifically. I do know that there are some discussions going on relative to Pickle Lake. Again, may I point out that in the period—

Mr. Stokes: But this is for canned television; correct me if I am wrong. I think it is.

Hon. Mr. Carton: May I point out to the member that in the period of two years this ministry—and it was charged with the responsibility that he mentioned as outlined by the Premier—in conjunction with the ministries of the other provinces has made substantial steps forward in the broadcasting, cablevision and allied fields.

Right now, for the first time, every province in Canada has a minister responsible for communications. We have had three provincial ministers' conferences, we go to a federal-provincial conference on Nov. 29 and 30, which is just about two weeks away. I have had several meetings with Mr. Juneau. I delivered that letter that you mentioned, the Sept. 13 letter, which was prior to a meeting I had in Timmins the next day, and had discussions with Mr. Juneau. As you know, this morning I outlined the policies that have been delineated thus far with respect to northern Ontario as this government sees them.

In respect to the \$100,000 at Pickle Lake, I will ask Mr. Rathbun if perhaps he can fill you in on the details. That is, in fact, what has happened insofar as a programme of this ministry in communications is concerned. I might add that we have a very small staff. We are 20 in number in this branch and at this time I would like to compliment Mr. Rathbun, who heads up this branch, for what they have done over the past two years.

Mr. W. A. Rathbun (Director, Communications Branch): I would like to respond particularly, Mr. Stokes, about the Pickle Lake situation. The \$100,000 figure is a figure that was worked out by CKPR-TV at our request as to what it would cost to take in a bicycling

system—that is, shipping videotape in and having it rebroadcast in Pickle Lake to provide a bridge between today, when there is no television service in Pickle Lake, and the day when CBC can get there. That could be as early as two years; it could be as many as four years away.

The reason there is a delay is, as you know, there is no microwave facility up to Pickle Lake. Pickle Lake is linked to the rest of the world by two telephone wires, virtually strung through trees. Bell is moving fairly rapidly to build the microwave link through there and when that occurs, CBC can move in with television on a live basis.

We are trying to work out something in Pickle Lake that would provide service to one of the virtually few communities in Ontario where there is no access to any real-time radio or real-time television. People in Pickle Lake receive radio reception by skip, mostly American signals, and nothing from Ontario and we are trying to bridge that gap.

Mr. Stokes: And it's usually after midnight.

Mr. Rathbun: And usually after midnight. We are trying to work out with the local television station in Thunder Bay how we could possibly get that in there and provide some service. In fact, what we were suggesting to them was that they take their 11 o'clock radio newscast and rent one telephone line for the 11 o'clock period to give them some real-time link as part of the television package. That is still a live proposition to try to bridge the gap between now when we have nothing and when we can get something in there.

Part of the link is whether the people in Pickle Lake themselves are prepared to put together a community group and, in fact, operate the transmitter and put the tapes on the machines. I think several members of my staff have been up to Pickle Lake to discuss it with the people and, in fact, were at the Sioux Lookout meeting you were mentioning.

Mr. Minister, I don't know whether you wanted me to comment on some of the other remarks of the member? You were mentioning the Anik satellite and the Ontario Northland's use of the satellite. At the same time you mentioned the circumstances in Big Trout Lake where a radio station will be going on the air around Dec. 1. That radio station is an experiment, local in nature, licensed to the native people in that community who will be broadcasting only in that community. It has nothing to do with the satellite station. It is simply coincidental that

Bell Canada use of the Anik satellite will bring telephone service in there.

The Anik satellite, as it is being used in Ontario, is called the light route configuration. It will provide two reliable circuits of telephone communications, in Big Trout Lake, Winisk, possibly Sandy Lake—Big Trout Lake and Winisk January 1 of this coming year, and Sandy Lake perhaps January 1 a year later. It provides reliability of telephone but it requires a completely different investment, a completely different configuration of dish and all if you are going to add on radio and television. It's an extremely costly method of bringing television to the north.

I think one of the reasons why it isn't going in at this time in northern Ontario via satellite, as has been done on the Arctic coast as you mention, is that our remote parts are really quite far south geographically. Anik satellite is not a very efficient satellite in terms of cost for delivering a television signal. Most of the communities within the remote areas of Ontario can be reached by an extension of microwave systems, and microwave systems are a lot less costly and much more flexible. When these are constructed into the remote areas, which I would be prepared to predict will be completed within five to eight years and perhaps sooner, you can have television of any kind.

There are communities in the remote areas of Ontario that would fit within the CBC's criterion of 500 people. Their criterion is that if you have a television transmitter tower and you can take an A-contour of the signal around it and gather 500 people within that contour, you are eligible for both a CBC radio and television station. In fact, you can have four outlets if you can also put in 500 who have French as their mother tongue in that same circle. You can have CBC French radio and television and CBC English radio and television—if you have 1,000 people, 500 of whom are of French mother tongue.

Some time last spring or winter the CBC applied for television licences on the east coast of Hudson Bay in northern Quebec. There was considerable complaint from the Inuit people and the Cree that all it was going to do was bring "I Love Lucy" into their community. There was no provision whatsoever for programming for the native people; it was really going to be programming for the white people living there.

The CRTC thought about it and set aside those applications and said that the CBC must come up with some package of programming

that fits the remote areas and the native people and in the native languages. Since then, there has been a task force of the CBC, CRTC, federal Ministry of Communications and some input from our own Indian community branch in the Ministry of Community and Social Services into developing a policy for broadcasting in the remote areas of Canada. When that policy and programming concept is put together then I think you will see some specialized programming going into the remote areas.

But there is virtually a freeze insofar as making a commitment to go until they find a better way to serve the remote areas. I don't know whether there is anything more I can add.

Hon. Mr. Carton: Is Big Trout Lake in Cree and English?

Mr. Rathburn: Ojibway I believe. It is really on the boundary between Cree and Ojibway.

Mr. Stokes: If I could, Mr. Rathbun, I want to refer specifically to one paragraph of a letter that I received from Mr. Handforth who was very, very helpful in providing me with information concerning our involvement and as it applies to the Anik satellite. I am not going to hold the member for Fort William to this figure. It was one he told me in a casual conversation I had with him but I mentioned it to Mr. Handforth over the phone and he said:

As to Winisk specifically, you refer to the figure of \$675,000 of which Mr. Jessiman informed you and request a breakdown. I attach a photostat from the presentation made by this branch when the estimate of the Winisk installation was in process of approval. Mr. Jessiman's figures apparently combines the capital and annual charge estimates.

Is Mr. Handforth saying that this is the kind of money we are talking about every time that you want to bring just telephone into a community as remote as Winisk?

Mr. Rathbun: Very much so. That is the reality of providing reliable communications in remote areas of Ontario via satellite.

Mr. Stokes: So, in other words what you are saying is that Bell Canada—

Mr. Rathbun: Is spending that kind of money too.

Mr. Stokes: —is spending that kind of money just to bring services to a remote community such as Big Trout Lake?

Mr. Rathbun: Precisely.

Hon. Mr. Carton: That's right.

Mr. Stokes: Well, if the private sector—and you know everybody has had a lot of bad things to say about Bell Canada, and its propensity for making applications for exorbitant rate increases. Either this is window dressing, or you people have a lot of catching up to do. Because if you can get a private company willing to go into a community as remote as Big Trout Lake and spend that kind of money, I think that maybe you had better transfer some of your words into deeds and at least keep pace with what is going on in the private sector.

Mr. F. Young (Yorkview): Are they subsidized?

Mr. Stokes: No, I don't think there is any subsidy.

Mr. Rathbun: No, there is no subsidy in there.

Hon. Mr. Carton: Good corporate citizens.

Mr. Stokes: Well, okay, they make good corporate citizens. I think that maybe you people should at least keep pace. If you have a company like Bell Canada spending that kind of money in a remote part of the province—

Hon. Mr. Carton: Let Mr. Rathbun tell you what we are doing.

Mr. Stokes: —with no hope of ever gaining even a small fraction of it back, I think you people had better get on the ball.

Mr. Rathbun: Mr. Stokes, the responsibility for telecommunications in northern Ontario is divided on a line that slashes down across the province, as I think you are well aware, just west of Winisk, coming down through to a point perhaps just west of Kapuskasing, sliding on down toward North Bay. East of that line, Ontario Northland Transportation Commission is responsible for the services; west, Bell Canada is.

Ontario Northland Transportation Commission is putting an investment into Winisk to provide reliable telecommunication service—on a 24-hour-a-day, 365-day-a-year basis—via Anik satellite. Bell Canada is matching the activity in Big Trout Lake and I think that Ontario Northland will very quickly move forward and complete the provision of reliable communications in all of its area. The onus then will be upon the private carrier to estab-

lish a similar standard in the area in which it is responsible.

Mr. Stokes: How extensive is your involvement going to be through ONTC in that area that you describe from Winisk over to Attawapiskat, Fort Albany and farther inland at Ogoki?

Mr. Rathbun: I think you will find that Ontario Northland has fully accepted its responsibility to provide reliable communications in that area. There are communications there now of the same standard as in the whole north.

Mr. Stokes: What you are saying is that westward from that line that you have just described to the Manitoba border, you are leaving it wholly and solely to the beneficence of a large corporation such as Bell Canada. Now sure they have got one in that is going on stream I think Dec. 1, 2 and 3, and I hope you will be able to get up to Big Trout Lake—

Mr. Rathbun: That's the radio station.

Mr. Stokes: That's the radio station, but it all hinges on—

Mr. Rathbun: No.

Mr. Stokes: It doesn't hinge?

Mr. Rathbun: That is being programmed totally locally by the native people and it is an experiment to provide programming for that community, Big Trout Lake and the satellite communities around it in the Ojibway language by native people. Chris Cromarty, whom we were mentioning earlier, is in charge of that.

Mr. Stokes: Okay, I was confused on that.

Mr. Rathbun: But there is no programming coming in via satellite. Satellite goes on the air Jan. 1, 1974, and will provide telephone communications into Big Trout Lake—but it has no relationship with the radio station.

Mr. Stokes: All right. Now I am not going to belabour the thing unduly, but I want to bring your attention to the fact if you are not aware of it, that when I fly up into the northern part of my riding, whether it be on a—

Mr. J. H. Jessiman (Fort William): King Air?

Mr. Stokes: No, it's not a King Air; they don't fly up there. Whether it be on a Turbo Beaver or an Otter, you know the most

important thing is what the weather is going to be like at your point of destination. So you get the Ministry of Natural Resources—that well, they'll wet their finger, stick it up and wonder what the weather is going to be like at Wonaman, Kingfisher and any of those northern communities. It's particularly so once you leave Big Trout Lake to go up to the coast. More than once we've started out at Big Trout Lake and got within 70 miles of the coast when all of a sudden everything dropped; and, of course, you have to turn around and come back.

You've got Anglican and RC missions that have their own little radio setups; the Hudson's Bay Co. have their own little setup; Hooker Air Services have their own little setup; Severn Airways have their own little setup; the Mennonite missions have their own little setups; the Department of Indian and Northern Affairs have their own little setup. There are so many two-way radio sets up there that you are almost tripping over them, and yet absolutely none of them fills the bill.

As a matter of fact, the Ministry of Natural Resources have a radio set at Big Trout Lake and—

Mr. Rathbun: I believe there are 10 different radio services in Big Trout Lake.

Mr. Stokes: Ten different radio services in a town with a population of 700 to 900, depending on when you count heads! Cumulatively there is a large amount of money being spent on this inefficient means of communication, mostly for weather purposes, and I'm wondering why your ministry doesn't enter into some kind of an arrangement with all of these people who, for whatever reason, find it absolutely essential to have some means of communication, even if it's the Hudson's Bay Co. wanting to find out the current price of furs on the market in Montreal or New York on a Monday morning—and they do that.

Why don't you engage all of these people in some kind of dialogue so that you can have one system that is going to be reasonably reliable and would suit the needs of everybody? Why don't you sit down with them and say, "Let's get a system that we can all rely upon, that will be much more efficient and less costly than the proliferation of systems that we have at the present time, which really don't meet the needs of anybody"?

Mr. Rathbun: Mr. Stokes, I don't know whether it's fair to the rest of the committee for you and I to consume the whole evening talking about your favourite topic and mine, but I think my minister is too modest to say

that there have been ministerial-level discussions very recently that will put some very sharp elbows to a lot of people to produce just what you are talking about.

Mr. Stokes: Thank you.

Mr. Chairman: Mr. Germa.

Mr. M. C. Germa (Sudbury): Mr. Chairman, could we get back to Ontario Northland?

Mr. Chairman: Yes.

Mr. Germa: I was interested in the freight rate reductions that have been in effect now about five weeks. The minister assured me that he was going to be monitoring very closely the results of the 18 per cent reduction in freight rates. I just wonder if we have any preliminary figures of what impact this may have had on consumer goods in northern Ontario.

Hon. Mr. Carton: It's too early, Mr. Germa, in my opinion—

Mr. Jessiman: As a matter of fact, Mr. Germa, I was talking to the person responsible for this study at dinner time this evening, and there are no figures available as yet. The monitoring is being conducted once weekly, and there is an indication that it's taking effect; but at this point in time there is no way we could make any report to you at all, sir.

Mr. Germa: Do we have any figures as to how many dollars would have been rebated on account of the 18 per cent—how much would Ontario Northland have lost in revenue, if you want to put it that way—in this five-week period?

Mr. Jessiman: There are no records, Mr. Chairman, of this phase at all yet.

Mr. Germa: I understand that in order to accomplish any good from this, you have to have co-operation from the other carriers. I also understand that if you were to reduce your rate, say, from North Bay to Moosonee on a certain item, the other carrier could pick up this 18 per cent and add it on to his rate. Is this correct? Is this how the system functions?

Mr. Jessiman: I would have to say, Mr. Minister, Mr. Chairman, no, it is not. The rate set, the in-line rate set by the other carriers, CN and CP interlining with us, is set prior to a shipment. If there is a change, they have to notify the board of any change in rates that they may have. Although we

haven't had them co-operate to the extent where they would co-operate and reduce their rates, they haven't raised their rates.

Mr. Germa: None of the other carriers went along with the Province of Ontario in their efforts?

Mr. Jessiman: None that I am aware of.

Hon. Mr. Carton: They have gone along to the degree that they haven't raised them from their viewpoint.

Mr. Germa: They haven't picked up the slack that you have caused?

Hon. Mr. Carton: No, they haven't co-operated to that degree, Mr. Germa.

Mr. Germa: Mr. Minister, when the programme was announced, it was in an effort to relieve the consumer of the sting of living in northern Ontario. I have a press release here, released by Mr. Jessiman, the chairman, and if I could quote just one sentence: "What we are looking for is a series of adjustments which will bring consumer costs in the north more in line with southern prices."

Consumer costs—I think that's what the whole thrust of it was and I think that's how the programme was sold because the government said it was interested in reducing consumer costs. When I look at the list of goods which have been listed as those goods which are going to receive beneficial treatment by an 18 per cent reduction in freight rates, I wonder who made up this list and with whom did the ministry consult in order to make up this listing?

I have lived up there for many years but I have never bought any castings and forgings and I think I am an average consumer. I have never bought any special industrial machinery and equipment, including mining, milling, logging and industrial machinery. Sheet and strip steel; I don't buy that. Electric generators, motors and transformers, structural steel—these are hardly consumer goods, Mr. Minister. With whom did you consult in order to arrive at this list of goods?

At first glance, this would appear to me to be more of an industrial promotional scheme being sold at the expense of the consumer. The consumer in northern Ontario certainly supported the original proposal that there should be some alleviation of high prices on consumer goods but then I see coke and anthracite coal. The average consumer doesn't burn coke or coal any more so there is going to be a lot of provincial subsidy, if you want to call it that. I am sure the province is

going to have to pick up any deficit and I think the subsidy is going to accrue to the industrial sector more than it is to the consumer.

Hon. Mr. Carton: Mr. Germa, I will have Robin Summerley go into a little more detail but, basically, as I recall the statements made by the Premier, the chairman and everyone concerned, it related not only to the consumer but to secondary manufacturing in the north. That may account for some of the specifics that you have just outlined. In any event Robin Summerley is here and I will ask Robin to explain to you the individuals or the groups with whom he met.

I might point out, for example, that rather than meet with the local councils which really are not the people to whom we should be speaking on these matters, I know for a fact that they met with the local chambers of commerce and people involved in business in the area. I think perhaps Robin could outline very simply, if you will, Robin.

Mr. R. G. Summerley (Head, Economics Office; Planning, Research and Development): Mr. Germa, as you have correctly identified, there were two areas of concern. The first one was the consumer goods. This was dealt with primarily by looking at the less-than-truckload shipments, and in order to give benefits to the consumers what we did here was recommend rate reductions on all less-than-truckload and less-than-carload shipments, commonly known as LTL and LCL. This is how the bulk of consumer goods are shipped into the north.

The list that you read out is the list of commodities which we selected for reductions on a carload and on a truckload basis. There are two completely separate components of the programme and the commodities that you have identified were picked from the carload and from the truckload list. I hope this satisfies your query.

Mr. Germa: Maybe you could recite to me the consumer goods. Where is the list of consumer goods? There is a heading here called "foodstuffs," which apparently are subject to the freight rate decrease. It says, "meat, fresh or chilled; cereals, grains and flour; sugar, molasses and syrups." Meat has an asterisk and so have cereals. In the précis to the announcement here, it says that cereals will be used by breweries and millers and the resultant decrease in price will not be passed on to the consumer. Even though you came to that conclusion, you said, "Well, we'll allow that anyway," if I interpreted the state-

ment correctly. This was part of my concern. How does the consumer benefit, let's say, in the case of cereals, grains and flour?

Mr. Summerley: If I can deal with that last point first, Mr. Chairman, one of the concerns we had was to stimulate manufacturing. As far as we were concerned, the local bakers and distillers and whatever were an important component of the manufacturing. That is why we recognized that, even although the person who bought a loaf of bread might not necessarily benefit from this, if the baker himself was made stronger this would have an indirect benefit on the economy.

Getting back to the first point on which I understand I didn't completely answer your question, you asked for a list of the consumer commodities which are going up there. As I explained, most of the consumer goods are being shipped up on an LTL basis. That is why we recommended a blanket reduction, so that any consumer goods which are shipped up in quantities less than a truckload or carload will have the reduction. The amount of reduction will depend upon the quantities shipped up.

When we get to these specific commodities, you queried why so few foodstuffs were included in the list there. The reason why is that when we looked at the distribution process, we found that, in fact, many of the foodstuffs which are sold on a carload basis would have no change in their shelf price if we changed the cost of transportation. The reason for this is the methods by which the wholesale food companies distribute their commodities. They do not take into account, in calculating the shelf price, the actual cost of transporting those goods up to northern Ontario.

Many of the food companies average their entire transportation costs throughout Canada and simply prorate the transportation costs to the individual stores depending upon their volume. Because of this we excluded a great number of foodstuffs from the carload list, because it simply would have had no effect. It would have benefited only the southern distributors. Any commodities which are shipped up on a small quantity basis, that is, a couple of cases of cookies, will go up on a less-than-truckload basis and they will have a reduction accorded to them.

Mr. Germa: What about canned goods? In this press release from Mr. Jessiman—I will quote again—it says: "We have already conducted extensive surveys which proved that a number of items in grocery stores cost

several cents more in Timmins than they do in Toronto."

Mr. Summerley: Yes, that is correct.

Mr. Germa: It dismissed more or less that it is only a couple of pennies, but 10,000 cans of peas at two cents more or five cents more are a major item. This is the point I am trying to make, that this programme is turning into more of an industrial development programme than it is a programme to relieve consumers of high costs in the north. As far as I am concerned, there is too much thrust on industrial development when the programme was sold as a consumer relief programme.

Hon. Mr. Carton: It was sold as both. It was to help industry in the north as well as the consumer, Mr. Chairman. These are the statements the Premier made. Am I correct?

Mr. Summerley: That is completely correct.

Hon. Mr. Carton: What is wrong with helping industry in the north?

Mr. Germa: Mr. Chairman, just a few moments ago the minister assured me he didn't consult with any consumers, he consulted with the chamber of commerce.

Hon. Mr. Carton: I know they consulted with them and I asked Mr. Summerley to say whom else he consulted with; so I don't preclude any other consultation.

Mr. Germa: The chamber of commerce is part of the reason why we have high prices in the north; so you in fact are consulting with my adversary.

Hon. Mr. Carton: Wait until we find out with whom he consulted.

Mr. Summerley: There were several groups that we consulted with. The chamber of commerce was our first contact because it was a visible group and in the chambers of commerce we had several members of the local retail outlets identified. We were particularly concerned in speaking to them that, if they were to receive a reduction in the cost of goods brought to them, they would be in a position to pass this on to the people who come and buy from their shelves. I have had assurances from the leading people in the major chambers of commerce in north-eastern Ontario that they would, in fact, do everything they could to pass on these reductions. That was a beginning.

We worked with the chambers of commerce, and through both the chambers of

commerce and local contacts, identified specific people in the community who were in a position to give us information on how stuff is bought and sold in northern Ontario. We then went out and approached them on an individual basis, and these were the contacts that we had in developing this programme.

Mr. Germa: Apparently you have more faith in the chamber of commerce passing on these savings than what I presently possess from my experience with them.

Mr. Minister, I think you are familiar with Mr. Rene Piche, the mayor of Kapuskasing.

Hon. Mr. Carton: I have heard the name, yes.

Mr. Germa: Are you familiar with his committee?

Hon. Mr. Carton: The Action Group? I have heard of that.

Mr. Germa: Mayor Gervais, Iroquois Falls, Mayor Matthews, Cobalt, Mayor Johnston, Kirkland Lake, Mayor Roberts, Smooth Rock Falls, Reeve White, Tisdale—have you met with them in the past year regarding extending the services of Ontario Northland into Toronto?

Hon. Mr. Carton: I have met with them on more than one occasion, perhaps on three or four occasions, since I became minister.

One of the representations made by the Action Group was that they were concerned about the possibility of extending the ONR to Parry Sound, as you mentioned, and after a study was made by Kirk Foley, he outlined in the Foley report the cost figures involved with various extensions of the ONR, one of them being the extension to Parry Sound, and if my memory serves me correctly this would cost about \$68 million. It was pointed out to the Action Group that this was not feasible, not possible, not economically viable, but because of the Foley report there would be studies made and some action taken, and taken rather quickly, relative to reduction of freight rates, and that is, in fact, the action that we took as a consequence of the Foley report.

Mr. Germa: So you dismissed his proposition that you should take over the CN rails to Toronto?

Hon. Mr. Carton: No. I was talking specifically about the extension to Parry Sound. Insofar as the running rights to Toronto, the figures again were astronomical, provided we

could even talk with the CNR on the subject matter. But the figures are just not in line.

Mr. Germa: I would like to ask a general question. I was here when the chairman of the Ontario Northland indicated that he was trying to interest private entrepreneurs to get into certain aspects of transportation in the north. I find it strange that he, as chairman of a development railroad, should be motivated in that direction, to try and farm out to the private sector those things which they failed to do in the past.

In fact, the Ontario Northland Railway was set up and is still operating, as far as I am concerned, because the private sector cannot service us properly because of the lack of competitive forces. The competitive forces just do not work in isolated areas. We are always continually subjected to monopoly situations. I wonder if the chairman's attitude is a direct reflection of your attitude. Is this the kind of direction that is coming from the minister, that he should do surveys and experiment and do the ground work only in order to pass it on to some private operator? Is this a legitimate job for a chairman of a development railway to be doing?

Hon. Mr. Carton: First, insofar as the chairman of the ONTC is concerned—I know you will forgive me for this and I know that he will blush when I make these remarks—no one who has occupied that position has jumped in there and tried to do more in a short time for not only northeastern Ontario but also, were it available, for northwestern Ontario, than the same chairman. I say that in all sincerity.

One of the difficulties that the chairman would, of course, run into, if it is a difficulty—and I suppose it is if one wants to get things done; one hates to be bound by the actions of the government, but we must bear this in mind—is that the ONTC policies are set by this government. One of the things that concerned me when I first became minister was the fact—and I agree with you, and I agree with the member for Thunder Bay here—that I look upon the Ontario Northland as being a development railroad. To me, it was as simple as that. That was the way it was founded and that was the way it should be.

I think you will agree with me, Mr. Germa, that in a very short span of time—I know it doesn't jump to all the things that people want at the same time, and I apologize for this—you will recognize that the thrust of the ONTC relative to the freight rate reduction, which is the vehicle that we are using

in order to reduce the freight rates in northeastern Ontario, I think you will agree is perhaps a change in direction. It may not be as significant as you wish, but it is a step in the right direction and there will be other changes made in due course. Again, I would point out that the chairman, no matter what his personal wishes are, no matter what his personal aspirations are for the ONTC, is bound by government policy.

Now, having said that, as you know, within the past two weeks norOntair has been transferred to ONTC and one of the first acts that will take place with norOntair, hopefully, will be serving the area that the hon. member for Thunder Bay is concerned about—northwestern Ontario.

I think if you look in a fair way at what has been done in the past year by ONTC relative to northern Ontario, I think you will agree that we are moving in the right direction; possibly not as quickly as one would like—but, again, this is taken in the whole context of government policy. In my ministry I have a certain budget that I am bound by, and within the constraints of that budget we certainly are concerned about northern Ontario and taking every step we can to alleviate the situation.

The chairman may wish to add something to that but I—

Mr. Jessiman: I can't add very much to it, Mr. Minister, but I thank you for the accolades.

It has been my ambition to certainly use ONTC as a vehicle, if not to reduce, to hold the line on costs in northern Ontario—or as I call it, greater Ontario. Unfortunately, it doesn't go far enough to the west to suit me, nor to suit other members of our government—but given time we may be able to resolve that.

The investigations that we are going through—the study on freight rates in northwestern Ontario, which the member for Thunder Bay asked about before the dinner break, is truly an in-depth study. I mean it really is a phenomenal study that is going on. There will be no fruits borne from it for another two or three months, but it is very seriously going on and we are isolating cases in areas both in raw products and resource products.

There is nothing to announce as yet, other than the minister's department is working hard. They have a group of very intelligent, bright, young fellows who are at it seven days a week some weeks. I am just very proud to be in the position I am working with them.

We don't expect to produce results overnight—but in the long haul I am sure that some good will come out of it.

Mr. Germa: Mr. Chairman, I wonder if I could interpret that to mean that the Ontario Northland is going to be expanding in the near future? I don't know when the last time was that they laid a new rail or did any expansion in the service. It seems to me it has been sitting there for years and years and really hasn't moved from its original form.

You know, there is development and progress. The frontiers are moving back, and I don't see Ontario Northland even following the frontiers, let alone opening up new frontiers. I think that is what development railroad means. Now are we going to see some expansion of this service?

Mr. Jessiman: In the last year I would have to say, Mr. Minister, that we have expanded—and not necessarily in laying additional rails farther than where we are. But this will come—and will come within a year, I would expect, if required.

Certainly the people in Wawa and Sault Ste. Marie were pleased at having Ontario Northland buses extend their services. The people in Wawa now have a daily service. They can leave home in the morning and go into Sault Ste. Marie, which to them is the "Hogtown" of northwestern Ontario, and back in the evening. This service then continues on up to Hearst and back in through Timmins. This is the kind of service and expansion that you can expect from Ontario Northland and are getting.

Mr. Germa: I was thinking in terms of rail service, Mr. Minister. I know about the extension of the bus system, and I approve of that and I'm glad to see it happen. But I think an area is not knit together until a decent rail service is provided. I was wondering if this kind of thing was going to happen.

Mr. Jessiman: I have no further remarks on rail service, Mr. Chairman.

Mr. Germa: Well, it's probably a policy decision that comes from the ministry. I was just wondering if the minister has any grand dreams for the Ontario Northland or are we just going to sit there and wear the rails out that we presently have?

Hon. Mr. Carton: No. We are having, Mr. Germa, and have had for the past two years, a very close look at the ONTC operations. I cannot make a commitment as to the exten-

sion of the rail services, but to my own mind in any event you either stand still or you go behind or you go ahead, and it's the latter that the ONTC will be doing. There really is a new look at the ONTC, and a new thrust.

Mr. Germa: Have you made application for licences, say, between Toronto and Sudbury, for Star Transfer?

Hon. Mr. Carton: There have been no new applications by Star Transfer, Mr. Germa. We are presently awaiting this three-month experimentation on freight rates, which will end at the Dec. 31 period, before committing ourselves to any new applications. We are going to look at the whole ball game.

Mr. Jessiman: May I continue on—

Hon. Mr. Carton: Yes.

Mr. Jessiman: Just to enlighten Mr. Germa, we close-door operate between Toronto and North Bay and then distribute from there, but we are looking at a new programme between Toronto and North Bay, an expanded programme facility-wise and vehicle-wise, to increase the efficiency of the operation, thereby cutting down the cost.

Mr. Germa: Well, there's another whole corridor. There is the North Bay corridor, and there is the Sudbury corridor in the north. You are serving the North Bay corridor, I see that to some degree, but this other corridor, farther west in my mind has been completely neglected. I would like to see Star Transfer come direct from Toronto to Sudbury to Sault Ste. Marie because we in that corridor are getting little or no benefit from the freight-rate reduction, and until we can get Star Transfer in there, then the freight-rate reduction will have no impact whatsoever on that whole corridor.

Mr. Jessiman: I'm sure the member for Thunder Bay would love to see Star rolling up to his front door, and I from Thunder Bay city would love to see Star rolling into my city, too, but it just can't be at this time.

Mr. Stokes: If for no other reason than to give some competition to Lakehead Freightways.

Mr. Germa: Well, this is the question! Just why don't we have the option of having Star Transfer if it's part of the development service?

Hon. Mr. Carton: Well, firstly Mr. Germa, the Sudbury corridor, as I understand it, is served

relatively well now. There is competition on the Sudbury corridor from Star Transfer, is there not? Do you have any knowledge, or do you have any facts or figures to bear out that the Sudbury corridor is paying exorbitant rates or higher-than-ordinary rates on transporting?

Mr. Germa: I haven't done a survey, Mr. Minister, but I would presume that the same truck lines which are running into Sudbury are also doing North Bay. In fact, I went up on the North Bay corridor last weekend and there were more trucks on the road than Star Transfer. There was every kind of a truck on the road. So that I don't think that is the criterion. I think someone has to get in there and lead the pack, and show them the proper rates, which is what your freight-rate reduction was presumed to do.

Just because you cut your rates it doesn't mean to say that the other truckers are going to disappear. I think what it means is that they are going to bring themselves into line and under our system this is the only thing we have to rely on.

Hon. Mr. Carton: I perhaps agree slightly with you, but I pose a question to you. Say you were an independent trucker who had worked the Sudbury corridor and who had pioneered that particular area and served that area over the past quarter of a century or whatever. Would you then think it fair for a government to come along—not because it is perhaps more efficient or whatever, but because it is in a position that it is subsidized—do you think it is fair for the government to come along and put the independent trucker out of business using his own tax dollars in effect along with the tax dollars of other people?

Mr. Germa: If I could paraphrase a quote in this booklet, "The Freight Rate Reductions," it states that the private carrier has loaded the rates on what the traffic will bear. You know, they condemn the private system right here in this particular report. And I would suggest that, fair or not, I am looking for some way to take the sting out of living in northern Ontario, because I am sure you are aware that there is a lot of discontent up there and it is growing daily. In the last 50 years we haven't had the separatist movement as active as it is up there right now and I am sure you know there are committees set up all over the north.

This is the kind of thing we are talking about. The people are unsettled, and the high cost of living in the north is part of the discontent. So whether it is a case of being fair

or not, when these people have been loading the rates on all the traffic will bear, then I think it is time the government stepped in, regardless of how much pioneering a particular person did.

Hon. Mr. Carton: I think I would take exception—to a general statement that they were loading the rates on all the traffic would bear. As a matter of fact, I stand to be corrected on this, but I think if the facts and figures were known, some of those companies are and have been operating at a loss in the particular area that I am talking about.

Mr. Germa: I didn't write the report, Mr. Minister, and I can't find the particular paragraph that accurately tells us what the committee looking into this, came to.

Hon. Mr. Carton: Excuse me, Mr. Germa, from Toronto to the Soo and Sudbury there are five transport companies in competition. And I would suggest that when you have five fairly substantial transport companies in competition that the rates have a way of adjusting themselves. I may be wrong, but that's usually the way it works.

Mr. Germa: Sometimes, Mr. Minister, competition is an expensive luxury we can't afford. If we are keeping five trucking companies rich, that's more expensive than keeping one trucking company rich. We see that in the insurance business, in the automobile insurance business. But I can't accept that just because there are five of them running. I think it might be five times as expensive, particularly if they got their heads together or something on rates, and that is not an impossible suggestion because that has happened before.

Could we talk about research? I think we are still on the research vote.

Mr. Chairman: Research and development.

Hon. Mr. Carton: Yes, we are covering the waterfront on this vote.

Mr. Germa: Yes, the minister made passing remarks regarding some research he was doing on urban transit vehicles.

Hon. Mr. Carton: Lightweight vehicles?

Mr. Germa: I think you said you were doing something on a street car and a bus and—

Hon. Mr. Carton: Yes, I gave the report to the member for Ottawa Centre (Mr. Cassidy) last night. It wasn't our report, it was a report prepared by, was it the TTC?

Mr. W. W. Bidell (Assistant Deputy Minister, Planning, Research and Development): The light rail research?

Hon. Mr. Carton: Yes.

Mr. Bidell: It only covered it with respect to the aims and aspirations of the OTDC.

Hon. Mr. Carton: No, but in any event the report was given to the member for Ottawa Centre last night.

Mr. Germa: Did that have to do with design of a street car, or design of a system?

Hon. Mr. Carton: It had to do with evaluation of a lightweight system whatever that may involve. I am not an engineer.

Mr. Bidell: Yes, the TTC did prepare a report on the evaluation of a system such as this.

Mr. Germa: Is the TTC doing the research or is OTDC?

Mr. Bidell: Well, it is a combined effort. This report was prepared by the TTC but the OTDC is—

Hon. Mr. Carton: Ontario Transportation Development Corp.

Mr. Bidell: As was covered last night, I believe the objectives of the OTDC would be to get into light rail and many other aspects of bus design, ticket collecting machines, and so on and so forth.

Mr. Germa: Have you done anything on a diesel bus for urban transit?

Mr. Bidell: Well, the Ontario Transportation and Development Corp. has only recently been set up. No, there has not been any definitive work done as yet.

Hon. Mr. Carton: The point was made last night and made very validly, Mr. Germa, that this was an area that should be examined by OTDC. In fact, it is going to be examined simply because of the monopoly, as it were, that perhaps General Motors—which really is not that involved in bus work and really doesn't keep up to date with new designs and has no incentive to keep up to date with new designs. So the point was made that this was one of the areas of OTDC's concern. As a matter of fact, I think it was in answer to a question you posed last night.

Mr. Germa: Yes.

Hon. Mr. Carton: And I mentioned that the TTC with our subsidy was purchasing 44 cars

from Western Flyer Industries. This is the Manitoba company owned wholly or in part by the Manitoba government. As a matter of fact, I wanted them to even get more of that order, but they were unable to do more than the 44. But in any event, we are getting into that area.

Mr. Germa: Well, what are you doing with the 44 you have?

Hon. Mr. Carton: The 44 are being ordered by the TTC. We are the ones who pay the bills—75 per cent subsidy—so they will be on the streets in Toronto—

Mr. Germa: As diesels or as electric?

Hon. Mr. Carton: I don't know.

Mr. A. T. C. McNab (Deputy Minister): No, they are not electric.

Mr. Germa: So you really haven't started in on any research then; you are thinking about it, that's all.

Hon. Mr. Carton: The OTDC, which has been formed recently, intends to—

Mr. McNab: The list was given to somebody here last night when they asked if the activities of the development corporation—

Hon. Mr. Carton: The list of areas of interest of OTDC include the intermediate capacity system; street cars and light rapid transit vehicles; large buses, diesel and electric; dial-a-bus vehicles, gasoline and electric; telecab operations; transit safety equipment and automatic fare collection devices.

Mr. McNab: There is activity presently going on in the intermediate capacity system, of course, and street car components—the bogies and what not. We now have with us on a consultant basis, Pat Patterson, recently the chief engineer of the TTC subway construction, who is working in conjunction with the chief mechanical supervisor. The study is going on in respect to the street car aspect. The dial-a-bus is presently under our research and is on the production line. Research into improving the complete design is presently under way. And we have our people within the ministry researching the air bag, air bumper safety devices. And the large buses, diesel and electric, will be involved in both those within the ministry research and in special—

Mr. Young: Mr. Chairman, could I ask—

Mr. Germa: Could I ask one more on this? This new energy crisis I think is going to

put a whole new light on things. Have you ever thought about investigating flywheel buses?

Mr. McNab: Yes, they call it—what is it, the kinetic wheel?

Mr. Germa: Kinetic wheel, yes.

Mr. McNab: Kinetic wheel, yes; and this is being looked into right now.

Hon. Mr. Carton: What about the battery bus—we saw it in Miami?

Mr. McNab: I think we are attempting to get an experimental battery-electric bus for our dial-a-bus system and to experiment with it under actual conditions.

Mr. Chairman: Mr. Germa, have you finished?

Mr. Germa: That's all, Mr. Chairman.

Mr. Chairman: Did you have one supplementary, Mr. Young?

Mr. Young: Just one question. I presume the minister and his staff are in touch with the trans-bus programme that is going on in the United States. This is a \$25 million programme to design new types of buses for the Seventies. This is being watched carefully and it is due, I think, later next year, but they are certainly undertaking what looks like a very significant programme.

Mr. McNab: If I may speak to that—and I stand to be corrected—but I think that is an inter-city bus, is it not?

Mr. Young: Yes, it is inter-city.

Mr. McNab: What we are primarily interested in at the present juncture is the city-type public transit vehicle, where we feel there is the greatest urgency. We are watching the other and will take advantage of their research and development.

Mr. Chairman: Mr. Ferrier on ONTC, I think.

Mr. W. Ferrier (Cochrane South): Yes, Mr. Chairman, I have been waiting a long time to get on to the ONTC—

Mr. Chairman: I might suggest that maybe you discuss these matters with your colleagues.

Mr. Ferrier: Well, I have been waiting since yesterday at 5 o'clock when the minister said he would discuss it under this vote. And I've listened to linear whatever—they are—

Hon. Mr. Carton: Look at the education!

Mr. Ferrier: Wonderful education, but—

Mr. W. Newman (Ontario South): You could preach a sermon on it, couldn't you?

Mr. Ferrier: Yes, I could preach a real sermon. The first thing I would like to ask is, Mr. Chairman, I would like to find out if in fact 80 per cent of the ONR revenue or income is derived from the operation north of Englehart. I wonder if the chairman could give us that information.

Mr. Jessiman: I don't have any figures that would substantiate—are you referring to the freight only plus the Polar Bear express—

Mr. Ferrier: The whole bit, pretty well.

Mr. Jessiman: I can tell you what the total revenue is and what the profits or what the losses are from some of the lines. For instance, the total revenue in 1972-1973 was approximately \$30 million; the net after depreciation was, I believe, less than \$200,000. The net on the Polar Bear last year that is—not this year—was about \$55,000. The loss between Porquis Junction and Timmins on passenger train only was \$338,000—pardon me, \$357,000.

Mr. Ferrier: Why I ask that question is that I would think, with the operations from the mines in the Timmins area, and Abitibi Pulp and Paper at Iroquois Falls, and just the shipping of goods into the Timmins area and Cochrane and on the way up, there should be some greater representation on the commission from the Timmins area. It is my understanding that Mr. Charles Girdwood is still a commissioner, and as fine a gentleman as Mr. Girdwood is and as long as he has served the area, he doesn't live in the area now; he lives away down around Brockville someplace.

Mr. Jessiman: His term of office, Mr. Chairman, expires in the month of December so he will be replaced shortly after that time. And believe me, Mr. Chairman, we will miss him greatly.

Mr. Ferrier: I don't doubt that, but I think that when he talks about the present chairman doing so much in the last year, you have to keep current with what is there now. I certainly appreciated the work of the former chairman, I got along very well with him, but I think, in the case of Mr. Girdwood, that since he has moved out of the area—

Interjections by hon. members.

Mr. Chairman: Order! Order, please. The transcribing people and the stenographic staff are having some difficulties because of the chatter going on in certain areas.

Mr. E. W. Martel (Sudbury East): Control those Tories over there.

Mr. Chairman: It doesn't happen to be the Tories right now. Mr. Cassidy and Mr. Stokes, will you co-operate with the transcribing staff and the stenographic staff, please? They are having difficulty.

Mr. Stokes: Very gladly, yes, very gladly.

Mr. Ferrier: I think that you should try to appoint somebody from that immediate area and I think you can find a Conservative who's fairly competent. I can even name you a few who would serve you well in that capacity. So, I would hope that—

Mr. Jessiman: Mr. Chairman, I am sure that the changes that have been made in the commission in the last year have been of great benefit to the whole of Ontario not parochially to one small district. And the recent appointment of a man from Sault Ste. Marie and I believe Mayor Piche of Kapuskasing was an appointment of not too long ago and he is making a very vast contribution to the commission. I don't think any criticism can be levied at the selection of fine people such as Mayor Piche or some of the other members.

Mr. Ferrier: I wouldn't say that Timmins was a small district. After all, we are the largest city in Canada and the third largest city in the world so I think that we should have some consideration and—

Hon. Mr. Carton: You wouldn't be preaching for a call would you, Bill?

Mr. Ferrier: Well, I might preach for the odd one, but I don't think there would be much chance of me being appointed.

Hon. Mr. Carton: I wouldn't say that.

Mr. F. Laughren (Nickel Belt): He's working up to a eulogy for the vice-chairman. That's what he is doing.

Mr. Ferrier: When you are making your appointment I would hope that you would get someone from Timmins.

Now, there was an action that took place last spring that meant the loss of five jobs in my area. That was the closing down of

the freight sheds at Porquis Junction and servicing the trains out of Timmins. And I can say that it greatly upset the various unions. They were very unhappy at the way it was done. Originally the municipality of Iroquois Falls was very upset because this was thrust on it and it was not consulted or informed that this was going to take place. So, I think that maybe you learned your lesson from that.

In the past there has always been a very good consultative process between the municipalities of the northeast and the commission and if consultation goes on again some things can be done. Now, I am not too pleased with the loss of five jobs at Porquis Junction.

Mr. Jessiman: Were the jobs actually lost or were the persons transferred to some other job?

Mr. Ferrier: Some of them might have been transferred to some other jobs.

Mr. Jessiman: I think they all were.

Mr. Ferrier: I think they had to bump other people down the line and some people maybe have been sent to places that they had worked hard to get out of.

Mr. Martel: Had to pay for the advertisement of the ONR.

Mr. W. Newman: Come on, Elie, settle down.

Mr. Ferrier: Now, the next item is one that to some extent boggles the mind.

Hon. Mr. Carton: There is that word again—it "boggles," as in "mind."

Mr. Ferrier: I learned from my colleague here, he is a very fine member.

Mr. L. Maeck (Parry Sound): Are you for real?

Mr. Ferrier: About three or four years ago the town of Timmins decided that it wanted to replace the overpass going into the town. And I believe town officials came down and discussed this with your ministry officials. And they thought they had a commitment to get the subsidies and to proceed to build the new entrance and overpass into the town.

However, it seemed that the decision to go ahead and the okay was not forthcoming. It kept dragging on and on and on. So some of the councillors decided that they wanted to look into the possibility of moving the rail tracks and yards out of the centre core of the former town of Timmins. They met

with the ONR and some of your officials, as I understand it, in North Bay. There was a lot of exuberance expressed, and they were going to engage on this study that would decide if they would relocate all the rails out of the heart of the city of Timmins.

There was a group set up by the ONTC and by the city council to study the matter. They must have made a very good study because on Aug. 27 there was a big headline in the paper that they were going to move all the lines out and they were going to do away with the passenger service into Timmins. But there wasn't going to be the loss of any jobs; it was a great boon to all concerned.

But it wasn't too long until it was discovered that the employees of the ONR had not been consulted as to what their opinions were, neither were the business people who were served by the rail facilities consulted as to how it would affect them or whether they were in favour of it, or anything of the like. I think the chairman came up and had it arranged through his public relations people to go and talk to three or four of the business people about it. But I don't think the people that he talked to about this were terribly enthused about the moving of the railyards. At the same time the Timmins council had passed a motion saying they were all in favour.

The implications of this began to sink in, that it would mean all the warehouses and gas storage tanks and all these kinds of things would be moved about seven or eight miles out, and shippers, if they wanted some of these goods by rail, would have to drive seven miles out and seven miles back. It would greatly increase the traffic on the road, it would increase their shipping costs, it would put more work upon their backs, and they were not very happy about it.

The moving of the yards over there apparently wasn't supposed to mean the loss of any jobs. But when you came to think about it there was a whole section crew that would go out. Their desire to take off the passenger service would mean at least 13 employees who would be out of a job. Certainly they had enough seniority that they could bump down others, but there were people who had worked for a long time to get into a built-up area like Timmins, and they would have to go back into some of the outlying areas—some of the isolated areas perhaps. And some of the ones who were ultimately bumped would maybe lose their jobs. There were 10 jobs held by sleeping car personnel, but apparently the ONTC didn't consider these

jobs. They weren't of very much significance to them.

The whole idea of this move, as far as I am concerned, was not a very well-researched proposal. There was not very much of a feasibility study done on it. You will be interested to note, Mr. Minister, that at the meeting of the Timmins council on October 29, a motion was put through to rescind the original motion.

Hon. Mr. Carton: What was the count on that originally?

Mr. Ferrier: The vote, Mr. Chairman, to the minister, was 10 to 3. The original one was 7 to 4. But there are more than ever who are now against this decision.

Hon. Mr. Carton: But what was the real original vote?

Mr. Ferrier: Seven to four.

Hon. Mr. Carton: And on the original vote—14 to 1 in favour.

Mr. Jessiman: Thirteen to two.

Hon. Mr. Carton: Thirteen to two in favour.

Mr. Martel: Had a kind of change of heart.

Hon. Mr. Carton: It is not my fault.

Mr. Ferrier: It was not written up this way in the press. It was written up as 7 to 4. At any rate, those who have looked at it a little more carefully and thought about the implications have done a complete change on this. They ask where they are and they are back to square one.

I think that when you are going to embark on this kind of a proposal for spending so much money that there should be a lot more of a feasibility study done and a lot more interviews made with workers, and with business people affected, considering all the implications that are there, and not go ahead and make a big statement to get headlines. I think that both council and the ONTC acted rather hastily here. There should have been a good deal more consultation.

Furthermore, I'm one who is not in favour of the passenger train being taken off. The chairman says we are losing some \$300,000. I'm sure you are losing that much as far as the line from Swastika or Englehart through to Noranda goes. If you make application to the transport board to take the line off and they believe it's essential, you will get an 80 per cent subsidy. Is this not true?

Mr. Jessiman: Not in this case.

Mr. Ferrier: It seems to me that there are a lot of people who use that train nonetheless. For one thing, to say that we ship the people over to Porquis Junction to join the train there shows how uniformed the ONTC was, because who is going to back-track at least 10 miles up to Porquis Junction when you could go straight along and join the train at Matheson? I don't think that the people who made that decision ever rode the train. I don't feel that the train should be taken off, because there are many times when the planes don't fly and there are certainly times in the winter when the weather is so bad that the buses have difficulty getting through. There must be some alternate mode of transportation into Timmins. As far as going on that sleeper bus from Toronto to Timmins, it might be somebody's cup of tea but I'll take the train any day.

There are a lot of sick people who go out from Timmins on that train. I just don't see that with the loss of jobs and with the inconvenience and the need that is really there for at least one passenger train in that part of the city with at least 35,000 people that you can shove us all off on the bus and say that is adequate. I am very much opposed to taking the passenger train off and I just don't think that the decision to move the yards is valid either. I don't think that half the facts are known. If the facts are all gathered then one can look at further. But at this point with the loss of jobs, with the opposition from the business people, and with the extra traffic that is going to be on the road and that kind of a thing, I don't think that you can make a meaningful decision on the matter.

Mr. Jessiman: Could I answer part of this, Mr. Minister, or would you like to start it off?

Hon. Mr. Carton: It is immaterial, Mr. Jessiman. Mr. Jessiman has been part of the consultation, but if I could just state from the minister's point of view that on this whole problem it was my understanding—in fact, this was the case—that the city council and people from the ministry were meeting in concert on these problems. I was delighted when I heard that they had come to a conclusion and that they had reached a decision and that the vote in council was 13 to 2. The next inkling I had of it personally was when I was in Timmins at a policy development attendance there. I met with the chairman, the gentleman who is concerned about the employees; and I arranged for a meeting with him by the chairman and members of the ONTC. Subsequent to the 13-to-2 vote, as I understand it

and as you record it—and bear in mind it was in consultation with council, so if there was any hasty decision made it was in concert; the city council itself was involved, and 13-to-2 is a very favourable vote.

As I say, subsequent to that there was a motion to rescind—I think it was defeated 7 to 5 or 7 to 4—and then subsequently there was the vote that you now recollect.

I think it is only fair to have the chairman of the ONTC, who has been part and parcel of these, give us his version. My most up-to-date version, I say to both the chairman and the member, is that at the CRTC hearing in Sudbury this morning, I was met as I was leaving by the mayor of Timmins who had come with a view to seeing the minister.

But I think it is only fair the member for Fort William give his version because, as I say, they did meet and consult with the city council right throughout.

Mr. Jessiman: Thank you very much, Mr. Minister. I think we should go back to square one; that's when I came in.

The debate then was about the installation of a new subway or another means of getting into and out of Timmins. I asked them if engineering had been considered to remove that part of the dike, as I refer to it—was it possible to lower the rails? After considerable engineering they discovered it was possible to lower them. They would have to move back 700 ft or 800 ft in both directions and taper it down. That would then get rid of a very unsightly crossing. The grade would have to be raised less than 1 ft. The tracks were to be lowered 11 ft and some inches, I believe.

All present agreed that it was possible to do this, and that it was a stroke of engineering genius to do it this way.

The second thing I wanted right off the bat was a list of employees involved—

Mr. Stokes: Modest, isn't he?

Mr. Jessiman: No, it wasn't our engineers; it was the city engineers.

I wanted a list of the people involved in the move. I wanted to know how many people would be dislodged or how many children would be involved. The list I got was not 12 or 13, but 28 people involved.

Excluding the mayor, the council at that time, the group of ONTC unions, the city planner and the city engineers were very enthused about the possibilities of this not costing the city of Timmins one cent, because by rolling back the passenger train service,

right off the bat there would be a saving of approximately one-third of a million dollars.

The dislodging of the people with a guarantee that there would be jobs for them—

Mr. Ferrier: Are you saying the union was enthusiastic?

Mr. Jessiman: There was one union representative there—I could be wrong, but I think there was one union representative there at that time. Later on, of course, all the unions were represented, but the union certainly was aware of what we were doing. We were examining; we weren't making any moves at all.

In discovering that it was possible, first of all, to save the city and the government close to a half a million dollars by removing the subway, it made sense. The saving of a third of a million dollars to the railroad certainly made sense.

The part that hurt me, as it hurts you, was the fact that people had to be dislodged. This was the area of concern with all of us. It still is. We made various suggestions.

We went then to examine—oh, yes, the city now had reserved, I believe it's 280 acres for a new industrial site. I asked them if we, first of all, removed the passenger service how many tracks could we get rid of in the downtown area. I was told that with the exception of the one that is hauling the freight, we no longer would require the passenger tracks. So we now get down to one track. We can get rid of all of the yardage tracks, which I thought was a very excellent idea.

Mr. Ferrier: By taking the passenger train off?

Mr. Jessiman: Yes, by lowering the track—without disturbing any of the 25 industries through the areas, not disturbing one of them—we could get rid of the extra tracks. We would return to the city the extra acreage at a very minimal cost.

We talked with the brewery because they have a very dangerous entrance, as you are aware. They were thrilled that that dike was finally going to be removed and they were going to have a four-lane highway that would be well-lighted on two sides.

With the other industries, we went around and spoke to each individual one that we could talk to and none of them want to move—and I don't blame them. But with the saving on the passenger end, we were willing to

help move them to the city's—not ours—the city's new industrial zone.

So it all made sense to all of us with the exception of—again, I was concerned, as all of us were and still are—the people involved. We still haven't overcome that.

Tomorrow we are going to be talking about it again in North Bay. We have a commission meeting at 9 o'clock tomorrow morning in North Bay. So we will be discussing this study which we have gone over and over—and we are not through studying it yet.

Like yourself, I am concerned with these people. I don't want to see them ripped up, but unfortunately it got out of hand a bit. We sent someone I consider an expert to interview the families because I wanted to know exactly the children who would be involved in the move so that we wouldn't interrupt their school year, if at all possible. I wanted to know if there were other involvements—does the wife work as a nurse in the hospital. I wanted to know the whole story of the families.

And the person I sent up I thought was an expert, and I have the highest regard for him. He is an employee of the ministry, and it just about broke his heart that he couldn't get any information at all.

Everyone there was told not to talk to him. They said, "Talk to the union, but don't talk to him." I didn't want him to learn anything other than the disruption that would be caused if and when the move was made. I received this letter back yesterday and I'm disappointed—not discouraged but disappointed—in the attitude of some people who are involved with it. We want to know exactly how deep the concern is and just how involved the move would be, and we can't find it out without some cooperation.

We will continue to investigate, Mr. Minister, at the commission meeting in North Bay tomorrow.

Mr. Ferrier: Well, I have been asked, Mr. Chairman, Mr. Minister and Mr. Jessiman, by the union people if it will be possible to go ahead with this meeting that originally was scheduled on Oct. 1, but I think that you postponed it because you wanted to speak first with the workers themselves.

But there was to be a meeting on Oct. 1 of the council, the businessmen, the unions and other interested parties along with the ONTC to air many of the implications of this. Will you agree to a meeting like this and contact the council to see if you can set it up?

Mr. Jessiman: As a matter of fact, we have had meetings, Mr. Minister and Mr. Chairman. I had meetings with the 10 unions involved on my last—I haven't got dates in front of me unfortunately—but the last meeting I had in North Bay was about three weeks ago at the most. I have been over to Timmins innumerable times.

Since the House has been in session I have had many meetings and I'm having a meeting with our commission tomorrow and we again will meet with the unions at North Bay and we will tell them what our decision is if we make a decision tomorrow.

Mr. Ferrier: Well, there was an article on this in the Timmins Daily Press of Tuesday, Oct. 30, and it said:

After the letter was read, Ald. Power noted it was decided a month ago to have a meeting between council, ONTC, workers and businessmen, but the ONTC had it deferred and it made no move to arrange another meeting.

If Ald. Power is speaking for the other councillors, perhaps you should make some kind of contact with council to see if, in fact, this meeting is desired.

Mr. Jessiman: We have a committee, Mr. Chairman. We have a committee with representatives from the council, the downtown businessmen, the Chamber of Commerce, that doesn't agree with it, and ONTC. We have this committee which is an ongoing committee.

Mr. Ferrier: But you have got one glaring lack. You haven't got a representative of the unions on it. Since the men themselves are affected, I think the least you could do is to add to that committee at least one member of the work force from the Timmins area.

Mr. Jessiman: Mr. Chairman, Mr. Minister, on my last visit to North Bay, I met with the 10 unions involved—not one but 10 unions.

Mr. Laughren: Why aren't they on the committee then?

Mr. Jessiman: I will be meeting with them again tomorrow. We aren't short-cutting the unions a bit. I enjoy meeting with them, as a matter of fact.

Mr. Ferrier: I think when you have an ongoing committee to discuss this kind of thing, they should be a part of it and you should not meet with them separately as though they are not good enough to sit on the other committee. I think that since they are so much

affected by any decision which will take place, they should have some input in it and know what you are going to do. I think that it is only just and right that you add to your committee and have representation from them.

Mr. Jessiman: I agree, Mr. Chairman, Mr. Minister, the member is completely right and I do this continuously. I don't make a move without telling the union, as I intend to go on doing.

Mr. Laughren: Why aren't they on the committee then?

Mr. Jessiman: I will be meeting with the 10 unions about the representation.

Mr. Ferrier: They surely should be able to have a representative on this committee which is made up of ONTC and council and businessmen and the Chamber of Commerce.

Mr. Martel: You've got to have the Chamber of Commerce represented.

Mr. Ferrier: They represent a significant area of the community—they, more than anybody else, since their own jobs maybe are on the line. They know a little bit about railroading, too.

Mr. Jessiman: I am sure they could teach me a lot about it.

Mr. Ferrier: They could teach every one of us a good deal. They have insights that are peculiar to them. I think, as a right, they should be on that committee. I appeal to you to put at least one of them on.

Mr. Jessiman: I will be meeting again—

Mr. Martel: No, he is begging the question, Mr. Chairman.

Mr. Ferrier: You are really saying, "I won't meet with them with these other groups. I will keep them separate and I will deal with them apart from the overall question." I think that begs the question. Are they not good enough to sit down with the businessmen, with the people from the city council, from the ONTC, and have some valid input into the decision-making process that you are apparently undertaking?

Mr. Laughren: Why can't you trust them?

Mr. Martel: You are going to appoint someone; is that what you are saying?

Interjections by hon. members.

Mr. Chairman: Order.

Mr. Martel: You are going to—I understood you to say you are going to appoint someone.

Mr. Chairman: Mr. Martel, you were out of order.

Mr. Ferrier: Mr. Chairman, there is one other subject that I want to—

Mr. Martel: No, wait a minute; let me raise this point.

Mr. Chairman: Mr. Martel, you are out of order.

Mr. Martel: Mr. Chairman, with the greatest of respect, it is an important point and I think it should be pursued.

Mr. Chairman: Mr. Ferrier can press that point. Mr. Ferrier.

Mr. Martel: Well, continue to press it.

Mr. Ferrier: I think that if you are going to have any representative committee and if you are going to come to a decision that will apparently be much more widely acceptable than has happened in the past, the committee you are dealing with should have a representative of the workers on it. This is one of the reasons the whole thing blew up in your face and council's face, because once the workers found out what was going on, they had a meeting. The whole bunch of them gathered together and started off this committee to save our railroad or whatever it's called. They sent a telegram to the minister to meet with them when the resources development committee held its public hearings in Timmins. It was in large measure the efforts of the unions that have got reconsideration of the whole thing and have brought it to the light of those who made the original decision, the members of council who have now rescinded their motion and done a complete flip-flop. We find that the member that originally pressed it seconded the motion to have it rescinded.

Mr. Martel: No consideration for the workers at all.

Mr. Ferrier: The leadership given by that section of the community has brought you back to square one now. If you ever want to get beyond square one, surely it's a very small concession to bring them into the committee, to get their input, and to try to win their co-operation and support for whatever decision you eventually take.

Mr. Jessiman: Again, Mr. Chairman, the member is reiterating over and over. I have

so said to him several times that I have met with each individual union representative. There is a committee of 10. I intend to meet with them again tomorrow. I certainly can't see anything wrong with it. If they have no faith in their own unions—

Mr. Martel: Oh, Mr. Chairman!

Mr. Laughren: Oh, what a lie that is!

Mr. Ferrier: You are just evading the whole point.

Mr. Laughren: That is right.

Mr. Ferrier: In fact, when they met with you, they said that they thought they were meeting with the commission, and you are reported to have said, "I am the commission."

Mr. Jessiman: Did I say that?

Mr. Ferrier: That is what they reported to me. So I was wondering if you were off on an ego trip or something.

Mr. Jessiman: Certainly, we will take it under advisement and discuss it tomorrow at the commission meeting.

Mr. Ferrier: All right, I would appreciate that.

Mr. Martel: And you will give us an answer?

Mr. Ferrier: The last point that I want to deal with—

Mr. Martel: And you will give us an answer?

Mr. Jessiman: It seems to me there is a lot of noise coming between here and there.

Mr. Martel: I just want to know if we are going to get a reply.

Mr. Chairman: Mr. Ferrier has the floor.

Mr. Martel: Mr. Chairman, I want to know if we are going to get a reply.

Mr. Chairman: I think the chairman of the ONTC—

Mr. Martel: He said he would take it under advisement. Is he going to inform us?

Mr. Chairman: He said that he was going to take it under advisement.

Mr. Martel: Right.

Mr. Chairman: He is going to consider it.

Mr. Martel: Once he is finished considering it, will he advise the House? That's what I want to know.

Mr. Chairman: I am sure that is the natural thing.

Mr. Ferrier: Well, I would appreciate it.

Mr. Jessiman: Certainly, Mr. Chairman, I will advise the member for Cochrane South whatever our findings are.

Mr. Ferrier: The last thing that I want to deal with, now that the norOntair is under-

Mr. Martel: The minister blew that one, too.

Mr. Ferrier: —Ontario Northland, concerns the kind of service that we now have between Timmins and Sudbury.

Mr. Jessiman: I thought that you would want a pass on it.

Mr. Ferrier: Oh, I am not looking for free goods.

Hon. Mr. Carton: NorOntair comes under another vote, Mr. Ferrier.

Mr. Chairman: We are going to discuss it under the air strips and services vote.

Mr. Stokes: I have one very minor thing, not under ONR, if you are finished with it.

Mr. Martel: I want to speak on ONR.

Mr. Stokes: I am not on ONR.

Mr. Chairman: Have you completed, Mr. Ferrier?

Mr. Ferrier: I have completed.

Hon. Mr. Carton: What was it, Mr. Stokes?

Mr. Stokes: Mine was on the ban on studded tires. I know that you are not going to change your mind. You are quoted as having said that there will be no change in that, but you are also quoted as saying:

Unless changes are made in regulations during the next few weeks, drivers from Manitoba and Quebec will be permitted to use studded tires. However, the Ontario government will not make any change in its policy forbidding their use, as would be gathered from the minister's explanation to his questioner in Thunder Bay a week and a half ago.

What are you going to do about these people from other jurisdictions who come in and play

havoc with our roads, as you suggest that we would be doing if we were granted the right to use studded tires?

Hon. Mr. Carton: There would be no change in our policy, Mr. Stokes.

Mr. Stokes: You are going to let people come in from Manitoba and from Minnesota and use studded tires, while we who live there—

Hon. Mr. Carton: They are not allowed to come in now.

Mr. Stokes: I am asking for a clarification. Unless changes are made in regulations during the next few weeks, drivers in Manitoba and Quebec will still be permitted to use studded tires.

Hon. Mr. Carton: In Manitoba and in Quebec, but not in Ontario.

Mr. Stokes: You mean they can't come into Ontario?

Hon. Mr. Carton: They can't come in. This has been the cry of the members, for example, along the border saying, "Why don't you let them in?" I am saying if the residents of Ontario cannot use studded tires, then, certainly, the drivers from neighbouring states cannot use studded tires in Ontario.

Mr. Stokes: In Ontario?

Hon. Mr. Carton: Right.

Mr. Stokes: Fine. That's all I want.

Mr. Chairman: Is item 8 of vote 2201 carried?

Mr. Martel: Mr. Chairman, with the greatest of respect, I want to get in on this. I believe that you are on the ONR; I have a book somewhere.

Mr. Chairman: On ONTC, yes.

Mr. Martel: I want to know what's happening to the pipedream of the former minister responsible for the ONR. You will recall that the "white knight" used to tell us about taking over—

Hon. Mr. Carton: Is this Mr. MacNaughton?

Mr. Martel: No, the white knight, "Lawrence of Ontario." He used to talk about expanding the ONR over to Nakina, I guess, using the CNR track bed which isn't used and which we call the "old Pagwa."

He used to make a lot of hay about that every time he came to northern Ontario. What has happened to that dream of Lawrence of Ontario?

Hon. Mr. Carton: I am not wishing to cut the member off, Mr. Chairman, but all this was gone into at least twice during this vote about the extension of the ONR.

Mr. Martel: What about the one to Parry Sound?

Hon. Mr. Carton: Exactly, the same thing.

Mr. Martel: Oh no, it is a different line.

Mr. Jessiman: It has been talked about tonight or I wouldn't be here.

Hon. Mr. Carton: It has been discussed tonight.

Mr. Martel: It has been discussed tonight? Okay, I'll read it in Hansard. I'm sure it's just window dressing like everything else, isn't it?

Hon. Mr. Carton: No, there were studies —there were very valid suggestions advanced not only by the former minister but by hon. members in the opposition parties as well that we study these various extensions of the ONR system. They were studied under the Foley report and they are not economically feasible. They are just impossible.

Mr. Martel: In other words, Lawrence was just shooting his mouth off for publicity's sake.

Hon. Mr. Carton: No, on the contrary. He is a visionary.

Mr. Martel: A visionary? Then he had no studies done before he made the announcement.

Hon. Mr. Carton: That's right.

Mr. Martel: Which was window dressing.

Hon. Mr. Carton: No. That's a visionary.

Mr. Jessiman: Not a reactionary like you.

Mr. Martel: Cut it any way you want. It was around election time and he was just window dressing as usual, wasn't he? He didn't have the feasibility studies before he made the announcement.

Mr. Jessiman: It is too bad he isn't here to—

Mr. J. N. Allan (Haldimand-Norfolk): You should recognize window dressing.

Mr. Martel: So it was window dressing, nothing else. No feasibility study, no substance, nothing. And he got up and led people in northern Ontario to believe that, in fact, there was a possibility for getting additional services in the north.

Hon. Mr. Carton: I don't think that's window dressing. I think perhaps that oft times, I must confess, that I personally am prone to do this and I am sure that all members are. You have your personal opinions and you have your personal thoughts and your personal aspirations for the people of the north, but you are not going to sit back and not voice them or you wouldn't have any studies done.

It is by people voicing opinions and expressing opinions and having visionary dreams that we then have studies.

Mr. Martel: I need a shovel for that one. I really do.

Mr. Jessiman: You can't mistake it for a vacuum cleaner.

Mr. Martel: Right. I'll accept that. What are the criteria, by the way, for being appointed as a commissioner on the ONR?

Mr. Maeck: We have gone through that too.

Mr. W. Newman: You'll never find out.

Mr. Martel: Has he got to be either a defeated Tory or a sitting Tory, or what?

Mr. Allan: We went all through that.

Mr. Martel: Most of them don't know a boxcar from a gondola.

Mr. W. Newman: Most of whom?

Mr. Martel: Most of the people sitting on that commission.

Mr. W. Newman: But you have been riding that gondola for 20 years and you don't know where you are going.

Mr. Martel: I have forgotten more about railroading than most of them know.

Mr. W. Newman: Have you?

Mr. Martel: That's right. Might I ask you why the government is spending vast amounts of money on advertising the ONR, including

as many as 20 Sunday afternoon clips of the ONR in North Bay?

What is the purpose of all that advertising, which demonstrates Jim Jessiman—I think some of you know him—20 times on a Sunday. What is the purpose of that? What are you trying to sell on Sunday?

Mr. Jessiman: Mr. Chairman, I think that is an exaggeration, 20 times on Sunday, but—

Hon. Mr. Carton: Never on Sunday.

Mr. Martel: I am sorry, but it is on Sunday.

Mr. Jessiman: I am sure that you must have looked at 20—was it 20 TV spots?

Mr. Martel: No, radio.

An hon. member: We tried to buy time and couldn't get it.

Mr. Jessiman: This could have been during the election.

Mr. Martel: There was no time left to buy. Anyway, we didn't have the money to buy 20 times in one day. I want to know why you are spending so much money on advertising. What is the budget for ONR advertising anyway?

Mr. Jessiman: I don't have it with me.

Mr. Martel: You must have some idea.

Mr. Jessiman: I will be glad to send it on to the member tomorrow or the day after.

Mr. Martel: It seems to me that this ministry—I suggested to a previous minister that if they spent \$300,000, as this ministry is doing, to try and straighten out the facts with respect to that little demonstration here in—

Hon. Mr. Carton: That's \$119,000.

Mr. Martel: No, no, just the advertising—\$119,000. All right, if this ministry spent that much to straighten out the province's attitude with respect to welfare recipients and people you aid—

Hon. Mr. Carton: I am sorry, I thought you were talking about—

Mr. Martel: —we might, in fact, straighten out—

Mr. Chairman: Would you stick to the item?

Mr. Martel: Well, I am talking about spending—using government funds to change

attitudes. And that's what we are doing over there, I am sure, to try and sell the ONR. I would like to know how much. The minister himself is spending \$119,000 and you know it might be interesting if this government were willing to spend a little money to straighten out the facts with respect to welfare recipients and family benefit recipients—instead, we get the snide remarks that go on in this House about those people. You might divert some of the money to a meaningful cause so that this government would be in a position to spend a little bit of money for general welfare recipients. You can find all kinds of money for Mickey Mouse things, but you can't find it for the people who are the most needy in the province.

Mr. Laughren: Have you been appointed Mickey Mouse, Jessiman?

Mr. Martel: Twenty times on a Sunday; I want to know why. What are you trying to sell on Sunday?

Mr. W. Newman: It sure isn't you.

Mr. Martel: Besides yourself. You know you are not running in North Bay or Nipissing, you are running up in Fort William.

Hon. Mr. Carton: How do you know?

Mr. Martel: Is he moving?

Mr. Jessiman: I bought a \$100,000 house, didn't you hear?

Mr. Martel: No, let me in on where you got the mortgage money, will you?

Mr. Jessiman: I have no comment, Mr. Chairman. I will look into the matter. If we have offended the member for Sudbury by having 20 radio spots on his radio station, I think this is just terrible and I will certainly look into it.

Hon. Mr. Carton: Was it North Bay or Sudbury you were talking about?

Mr. Martel: North Bay. I am speaking on behalf of my friend, the member for Nipissing (Mr. Smith), who unfortunately has had a serious setback, a heart attack, as most of you are aware. He would certainly like to know. We discussed this in one of the committees we were on, the amount of advertising, and we would like to know why.

The other point, Mr. Minister. Is it your intention, or the ONR's intention, to purchase more trucks for its service so that we can start to haul goods into the other regions of northern Ontario not reached by the ONR,

thus hoping to cut the costs of living to people in other parts of northern Ontario?

Hon. Mr. Carton: I think I can answer that shortly. Until the experimentation relative to the freight rate reduction has been documented and assessed, there will be no applications for any extension of the Star Transfer licences. Nor will there be any, to my knowledge, purchase of additional trucks. We want to collect and assess the results of the freight rate reduction prior to taking any steps.

Mr. Martel: I realize it would be a hypothetical question, but if, let's say, it proved to reduce the costs in that part of the region serviced by the ONR, would consideration then be given to the possibility of further trucking, in hopes that if the CNR and CPR don't do it on their own that this could be used as a vehicle to force them to bring down their freight rates?

I realize it is hypothetical.

Hon. Mr. Carton: It is hypothetical. But on the premise of this being a successful venture, which we trust it will, although it remains to be seen, but pending the results and the assessments of those results, if they turn out as we hope they will, then I would like to think that perhaps this government—and I don't know how successful we would be, if at all—would make overtures to the federal government to see what the other railroads could do. That's one step that might be taken.

Now insofar as other steps that may be taken by the ONTC are concerned, certainly they will be examined and considered, with the rest of northern Ontario.

Mr. Martel: I'll pass, Mr. Chairman.

Mr. Jessiman: Mr. Chairman, before we move off this I would like to have the name of the radio station and the date from Mr. Martel—these 20 spots that he is referring to—on Sunday, the radio station and the date.

Mr. Martel: There is only one radio station in northern Ontario.

Mr. Jessiman: I'd like to know the radio station and the date. He has made this accusation, this statement, and I want the radio station and the date.

Mr. Maeck: There are two.

Mr. Martel: Are there two now?

You come back tomorrow and tell me if I'm wrong, okay? All you've got to do is pick up the telephone and phone if I'm right.

Mr. Jessiman: You've been shooting your mouth off. I'd like to know the radio station and the date.

Mr. Martel: Don't try and get ridiculous. All you've got to do is phone whoever is responsible for—I presume you have a telephone link between—

Mr. Chairman: Order, order.

Mr. Martel: —Mr. Chairman, I've got to answer that.

Mr. Chairman: You've made a statement and—

Mr. Martel: Right. And he has come back and said I'm shooting off my mouth. I'm suggesting that he must have a phone that he can pick up tomorrow. Phone whoever is responsible for advertising; find out how many times and on which stations that has been done. He doesn't have to ask me for that sort of nonsense or make that ludicrous statement.

Mr. Jessiman: Mr. Chairman—

Mr. Martel: Or don't they know?

Mr. Jessiman: Mr. Chairman, it will be noted in Hansard that the minister mentioned—

Mr. Martel: You reply in Hansard.

Mr. Jessiman: —20 spots on a Sunday afternoon. My only question is, which radio station and on what date?

Mr. Chairman: Evidently the hon. member is not able to supply that information.

Mr. Laughren: That is for you to find out.

Mr. Chairman: Item 8, vote 2201, carried?

Mr. Ferrier: No, no. I want one item—on the Foley report, as I understand it, which you haven't made available.

One of the ways of cutting down freight rates into northeastern Ontario was to provide some kind of Great Lakes port to ship goods by. I think that some thought probably has been given to whether it is feasible to have a Great Lakes port available to us. You've just ruled out Parry Sound as not being a viable line. Have you any other alternative or are we not going to derive any of the possible benefits from Great Lakes shipping?

This was one of the things that Mr. Foley said in Timmins, as I remember it, when he was up there, and I think we mentioned it briefly in the debates last year. Have you got any suggestions as to whether it is feasible to develop a Great Lakes port for the northeast for shipping purposes? I'm asking the minister.

Hon. Mr. Carton: Robin?

Mr. McNab: Mr. Summerley?

Mr. Summerley: The port which was selected as being the most economical to develop was Sault Ste. Marie. You are well aware that there is no direct rail connection between the ONR's present line and Sault Ste. Marie, but our conclusion was that it was possible to develop a viable trucking link between Timmins and Sault Ste. Marie. This would then support movement from the ONR territory out into the Great Lakes.

Mr. Stokes: Not boat traffic?

Mr. Summerley: There were a number of commodities which were suggested and they did raise some eyebrows when they were first selected. When we looked into the actual economics of moving them we decided that it did make sense to do so and the bulk commodities that were selected certainly weren't raw ores. They would have to be processed to have some value and some density attached to it. We would look at, for example, such things as moving zinc ingots by truck. We found that it was economically viable to move them by truck to Sault Ste. Marie and then for furtherance down the Great Lakes.

Mr. Chairman: Item 8, vote 2201 carried?

Agreed to.

Mr. Chairman: Item 9 carried?

Vote 2201 agreed to.

On vote 2202:

Mr. Martel: Is this where we move against the minister's salary?

An hon. member: It is gone. It is too late now.

Mr. Chairman: Vote 2202. Item 1 carried?

Mr. Stokes: No way.

Mr. Chairman: Mr. Stokes.

Mr. Stokes: On general maintenance, the minister accused me of making more mileage on a particular 49 miles of road than he was.

Just to indicate the displeasure of the people in northern Ontario, particularly those served by Highway 11 between Beardmore and Geraldton—

Hon. Mr. Carton: Is this on maintenance or on construction?

Mr. Stokes: Maintenance.

Hon. Mr. Carton: But the 49 miles would be on construction, would it not be?

Mr. Stokes: Just a third of it.

Hon. Mr. Carton: You are two-thirds right.

Mr. Stokes: The other two-thirds we have to wait up to three or four years.

Just to show you how people feel about this, they are starting to write poetry about it now. This is "An Ode to that 49 Miles (Between Geraldton and Beardmore)":

Rocketing down the 49 miles
On a trip from there to here.
I'm still spitting teeth—

Will we take this as read?

Hon. Mr. Carton: Yes.

Mr. Stokes: I'll go on:

I'm still spitting teeth from my
swollen mouth,
And the lobe fell off my ear!

Mr. W. Newman: Glad you're looking better!

Mr. Stokes: It continues:

The guy in the seat across the way
Will be orchestratin' soon,
His teeth are clicking like castanets
Playing a ragtime tune.
The lady who's sitting across the aisle,
Well, she hasn't paid so far,
I doubt the driver will charge her,
She bounced in from a passing car.

This is a group of passengers on a bus.

Mr. Martel: That is why the minister flies in northern Ontario all the time.

There's a kid over there—he's got a nose,
A ringer for Andy Gump;
He didn't have it at Thunder Bay,
Just since the second last bump.
I called to the driver, "Will you
please slow down?"
And this was his reply,
"I go 50 on the rest of this road
But on the 49 miles I fly.
I had a dream the other night,"
(His voice rose to a shriek.)

"The bus fell into a pothole
 And we were not found for a week.
 One week solid we sat down there
 While the cars bounced overhead,
 I sure was glad to waken up
 And find myself in bed!
 So now I go as fast as I can,
 The passengers take their lumps.
 Let others fall in the potholes
 I'll take the top of the bumps."

Signed "Anonymous."

The minister got a letter from the Geraldton Board of Education indicating that since they had school children who were travelling that section of the road twice daily, they were fearful that a serious accident would occur as a result of the condition of that road.

My Conservative opponent in the last provincial election happens to own the paper that this poem was in, and all credit to him, he has given wide publicity to the state of the road and he has published everything that came from whatever source, even though it was critical of this ministry, trying to highlight the need for immediate attention to the road.

In the last month we have had four transports break down on that road because of a breakdown in suspension, because of broken rims, and serious breakdowns to heavy equipment. A good many transports use that route because the north shore route is very hilly and they lose a lot of time and slow up a lot of traffic using the Highway 17 route. So in the good weather there are a lot of heavy transports that would prefer to use Highway 11 as opposed to Highway 17, and I can tell you that there is going to be a lot of slow traffic on Highway 17 this winter, because they are experiencing so much difficulty in travelling the Highway 11 route. I don't want to be a purveyor of doom and gloom and I don't want to—

Mr. Chairman: Order. Could I interrupt you for a moment, Mr. Stokes? Could we have a little more quiet in order to co-operate with the Hansard stenographer and the recording staff here?

Proceed, Mr. Stokes.

Mr. Stokes: As I say, I don't want to be over-dramatic about the thing, but all I am saying is that anyone who travels that route on a daily basis just fears for his own safety and that of his children who are travelling it on a daily basis.

We have been promised that a third of the road will be upgraded and hopefully after

three or four years we will get the road to completion. But a good many people think that you just don't have that much lead time before a serious accident will result.

I am sure you have lots of roads across the province that are bad, but this is Highway 11, which is a main artery; it is a part of the Trans-Canada route. I don't think really that you have that much lead time.

Now I am not going to take up a lot of time on maintenance, but I just want to make one other observation.

Hon. Mr. Carton: Excuse me, Mr. Stokes, if I may. The tenders will follow one after the other. The first tender has been called, as you know. When that one-third is constructed, there will be a tender for the next third, and the next third. It really wouldn't be wise to try to do more than 15 miles at a time. So all I can assure you is that it will follow in order.

Mr. Martel: Except on Highway 400. Why can you do these things on Highway 400—30 miles at a time?

Mr. Stokes: While you are letting the contract for the first 15 miles—and work on that won't get under way until next spring at the earliest—during the winter you are going to have frost heaves that are so bad—As a matter of fact, Keith Penner, a federal Member of Parliament, he pretty nearly got killed on that road last winter because he met a truck at a bump which went across the full width of the road. It threw him at the same time as it threw the vehicle he was meeting and they missed one another by just fractions of an inch. This is happening every day.

If you have the same experience—which you are bound to have with capillary action this winter on that road—will you please pay particular attention to the maintenance this winter? The balance of the road is going to have to wait up to three years; if you take precautions with the winter maintenance it will at least keep down the hazards to a minimum.

Hon. Mr. Carton: Right. In addition to the information I gave you about the construction, I will give the ministry explicit instructions about maintenance, winter maintenance.

Mr. Stokes: Good. Now the other—

Hon. Mr. Carton: I would point out, Mr. Stokes—and I don't want to weigh one road against the other, but perhaps there is a tendency to think all the roads of this ilk are in the north; and it depends on what one

calls the north. I have had representations made to me by some students relative to a road over which they travel 71 miles a day, there and back—that's 142 miles a day. Again, I am not comparing one road to the other—but that road is probably in no better shape than the road that the member is talking about. Is that right, Mr. Maeck?

Mr. Maeck: You are right.

Mr. Stokes: Well, I don't know—

Hon. Mr. Carton: I am just saying that—

Mr. Stokes: I don't doubt your word for one minute.

The other one was—and I am sorry the member for Fort William left—I think he has, even though his briefcase is there.

Mr. Martel: It is empty. It has just got his lunch in it.

Mr. Stokes: But the other road is the Armstrong road. The bottom 75 miles is an agreement road with the Abitibi, the middle section is your responsibility and the top part of the road is the responsibility of the NORT committee.

Now, I have already written to the minister and he and I met with the Minister of National Resources (Mr. Bernier), the minister responsible for that road. You have spent some money on it, but obviously we would like more. But Mr. Jessiman told me that he travelled that road this summer with two of his officials from ONTC after I had asked them if they would look into the possibility of running a bus service from Armstrong to Thunder Bay. They didn't make it over the road. They didn't make it; they had a breakdown. They were pretty near forced off the road by an oncoming vehicle.

Hon. Mr. Carton: Here he is now.

Mr. Stokes: Here he is right now. Mr. Jessiman can tell you the experience that he had personally on the Armstrong road. For the people who travel that on a daily basis it's a common occurrence. These are the hazards they're exposed to every time they travel that road.

I don't want to put words into Mr. Jessiman's mouth. If he will tell you what he told me about the road, enough said. I won't take the time of the committee any more.

Mr. Jessiman: The only thing I'll say, Mr. Chairman, is that the priest that was stationed at Armstrong asked for a transfer and got it because he just couldn't commute between

Thunder Bay and Armstrong. He found it impossible. His little Japanese truck was just falling apart.

I tried to go up there a week ago and fell by the roadside. I blew a tire on my car, and rather than go on I just put the spare on, went back home and flew up. But the road is simply in desperate condition. It's the worst I've ever seen.

Hon. Mr. Carton: All I can say, Mr. Stokes, is that consideration is being given to taking it over as a secondary highway, and perhaps this can be done within a year or so.

Mr. Stokes: Thank you, Mr. Minister.

Mr. Chairman: Shall vote 2202, item 1 carry?

Mr. Martel: Mr. Chairman, I would like to know what type of agreements have been reached between the ministry and the regional municipality of Sudbury for road maintenance? I presume they're getting additional grants. I understand there is still some dispute about what roads belong to the regional municipality and the amounts of funding necessary to maintain some of the roads, particularly in those areas which, as I'm sure you are aware, were parts of unorganized townships when the regional municipality of Sudbury inherited them.

I really don't have a clear-cut picture of what is happening there. I'd like to know what's going on, so that we're in some position of being able to talk to councils when they come to us pertaining to these problems.

Hon. Mr. Carton: My deputy has had personal contact with it. I'll let him answer—

Mr. McNab: What's involved in here is construction and maintenance. We—and I say "we" in the sense of the council and the staff of the regional government—have been meeting now. They've been undertaking studies in connection with us to establish an acceptable regional road system. The balance of the system will be either King's highways or local municipality roads. One, of course, hinges on the other.

As far as the maintenance is concerned in the regional road system, there are some roads that are obviously regional roads but there are also grey areas, and this will have to wait until such time as a final determination is made as to which roads are under what authority.

We have agreed there will be a number of King's highway roads, which are roads that are looked after by King's highways, that

will be regional roads. These will be put into good shape before they are turned over.

And, secondly, we have agreed to continue the maintenance until such time as they're ready and able to undertake it themselves. That looks after the regional roads. It's still under discussion as to what particular roads will form the regional system.

Mr. Martel: There is some concern, as I said earlier, particularly with respect to those roads that were under local road boards previously. They are of very inferior quality and it is going to take considerable money to upgrade them. Do you intend to bring those up to standard?

Mr. McNab: The small municipalities at the same time, in conjunction with the ministry, have been doing a quick inventory of the roads that they have. They have come up—this is being done jointly again—with an estimate of the cost to bring these roads up to a minimum standard so that they can be accepted into any system. We've reached the point in those negotiations of determining the amount of funds that will have to be put in there to bring them up to that standard. We are making application to government. We'll provide the normal subsidy that we can provide according to the law and for government consideration as a startup to—

Mr. Martel: For additional funding?

Mr. McNab: For additional funding. We had a meeting, Mr. Martel, I believe it was last week, and we made real progress.

Mr. Martel: Would you be willing to supply, at least to myself—I don't presume to speak on behalf of Mr. Germa or Mr. Laughren—as the development proceeds, the take-over—I'm sure notes are taken at these meetings—would you provide us with copies of what is transpiring? Many of the councils come to us because sometimes the links with even their own—a lot of people up there, and it's hard to understand, don't really understand what is going on even though some of them are on regional council.

Mr. McNab: I've met with the regional council and I've met Mr. Collins. He has championed the problems of the local municipalities as well as the regions. With all of them, I can't understand why they would not be informed.

Mr. Martel: I'll just give you an example. It doesn't deal with roads but it's the type of problem I run into. We are trying to con-

struct two arenas. In fact, what has happened is I have had to be constantly in touch with Bill Palmer because between my own municipality, Capreol, and the municipality of Valley East there was no real communication as to who should make the application to the OMB for consent for the arena. Ultimately, we got that straightened out but it meant a lot of phone calling that I had to do because they weren't sure themselves and frequently they come to me first.

Mr. McNab: I would find it difficult to understand why they would go to you—you are the area member—but I've had continuing dialogue with them. The district has been instructed to work with these people, because we recognize that the organizations aren't too sophisticated, and to offer every assistance we can.

A lot of them were concerned about what was going to happen to some of the roads which were looked after by local road boards this winter: Would they be ploughed? I gave instructions last Tuesday, I believe it was, to our people to get in with them and make sure the roads were kept open. We can't let technicalities, if you will, or the fact that we have to get organized, result in not having roads in at least as good condition, as far as winter is concerned, as they were before this whole matter of regionalization came in. We have a very close—

Mr. Martel: The regional council bill—we went through it very carefully here in the House—still confuses many local councillors in smaller municipalities who do this only on a part-time basis. Very frequently I am called, whether it's with respect to roads or the two arenas I talked about, which I helped to straighten out. Everyone doesn't understand yet what are the functions of the upper tier or the lower tier and consequently they come to me for information. I try to put them in touch with the right people or I try to tell them who is responsible. It is just a case of information.

Mr. McNab: I am sure the minister would agree with me, I have absolutely no compunction about keeping you abreast of the negotiations that are going along. I would suggest you know the ministry well enough that you can suggest they call directly to the district and to head office. I have no compunction about keeping you abreast so that you can keep them informed if they are not getting the information now.

Mr. Martel: There is a poor dissemination of information.

Mr. Chairman: It being 10:30 o'clock—

Mr. R. F. Ruston (Essex-Kent): Mr. Chairman, could I ask the minister if he could supply me with a report—the OTDC report which was, I understand, supplied last night? I have some people in our caucus who would like to have one also.

Hon. Mr. Carton: I am sure there are other copies around. I gave my—one I gave to—

Mr. Ruston: One of the copies, yes.

Hon. Mr. Carton: I'll have one of my executives round one up for you tomorrow.

Mr. Chairman: Until 2 o'clock tomorrow afternoon.

Mr. Maeck: How long are we sitting tomorrow, Mr. Chairman?

Mr. Chairman: Until 6 o'clock.

The committee adjourned at 10:30 o'clock, p.m.

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Legislature of Ontario

Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Wednesday, November 7, 1973

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973



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(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, NOVEMBER 7, 1973

The committee met at 2:07 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

On vote 2202:

Mr. Chairman: I call this meeting to order.

Last night, when we adjourned we were on vote 2202, item 1. I don't know whether the last speaker had finished; he isn't here this afternoon.

Mr. Minister, did you have anything you wished to say, in the way of opening remarks?

Hon. G. R. Carton (Minister of Transportation and Communications): No.

Mr. Chairman: Mr. Haggerty.

Mr. R. Haggerty (Welland South): I am first? Thank you, Mr. Chairman. I would like to discuss some general problems in the particular area of Fort Erie. It starts with the reconstruction of the Queen Elizabeth Way at the entrance to the Peace Bridge.

Hon. Mr. Carton: This is maintenance that we are on now.

Mr. Haggerty: Yes, this would be maintenance.

Hon. Mr. Carton: Is it maintenance you are discussing or construction?

Mr. Haggerty: It would be maintenance. What happens to the lighting that is required for lighting up the intersections and places like that at night? I imagine this would be under maintenance function?

Mr. Chairman: Is it lighting that is already there?

Mr. Haggerty: There is insufficient lighting. Let's put it this way; there is inadequate—

Mr. R. F. Ruston (Essex-Kent): Don't get too technical, Mr. Chairman.

Mr. Haggerty: —in these particular areas at the entrance to the Peace Bridge where you have the interchange of the Queen Elizabeth Way and the Central Ave. overpass. I understand there is some problem with lighting; there isn't sufficient lighting to light up the areas at night. Of course, when a person comes off the Queen Elizabeth Way on to one of these ramps or the approaches to it, it's causing some problems to indicate where the intersections are.

I understand it is quite a problem where you relocated Highway 3 at the entrance to the Peace Bridge and it is causing some problems. There has been a number of accidents in the area, in fact, and it is all caused, perhaps, by night driving; the area is not sufficiently lit by the proper lighting.

Would any member of your staff have any comments on that? I am sure they must have had some letters from the municipal council of the town of Fort Erie.

Mr. A. T. C. McNab (Deputy Minister): We haven't anything here; or we have had no complaints. I would say that we will gladly look into it. We have problems here in respect to lighting, particularly now with the energy crisis, but it is certainly not our intention to cut back on lighting in any place which is a critical area. We will gladly look into this. I am on very good terms with the mayor of Fort Erie and I will personally give him a call and see what the problem is and arrange to have the boys go down and speak to him.

Mr. Haggerty: Yes, there are some problems there. I have a letter here, Mr. Chairman, from the department in Toronto, Mr. R. A. Shannon, regional traffic engineer, on Jutland—a street in Toronto I think—concerning Highway 140 and its intersection.

This is another problem I find; this new highway was constructed on the east side of the Welland Canal and there are some problems on that highway.

I can't explain to you what the problem is but if a person is to drive that highway at night for some reason—I don't know whether it is not constructed up to standard—there is something lacking there. It is another prob-

Hon. Mr. Carton: Go ahead.

lem where the intersection should be lit to identify where the approaches to the ramps are. I find that this type of insufficient lighting is there; the lack of it. This is from the regional office at Hamilton, Mr. R. Robertson; a copy of it was sent to him. I understand that there was supposed to be a study made of night driving in that area. Would anybody—

Mr. McNab: What is the date of the letter?

Mr. Haggerty: Pardon?

Mr. McNab: What is the date of the letter, Mr. Haggerty?

Mr. Haggerty: April 13, 1973. There has been a number of accidents on this new stretch of highway. For some reason, there seem to be so many blind spots on it; whether or not there are the right markings on the road, I don't know, but there is just something wrong with that road in its design.

Hon. Mr. Carton: Mr. Haggerty, did they forward that copy to you at that time?

Mr. Haggerty: Yes, they did. I thought perhaps it was followed up and I would like to know what—

Hon. Mr. Carton: Have you written to me on it?

Mr. Haggerty: No, I haven't. I mean, that is the last straw. I write to you when the problem can't be resolved. I don't think you should be bothered at all.

Hon. Mr. Carton: I appreciate your confidence.

Mr. Haggerty: I have enough confidence in your staff that they will look after it.

Hon. Mr. Carton: I have confidence in my staff, extreme confidence. Any time, and I mean this most sincerely, any time a member writes to me—and I think this is perhaps the right route to take on any problem; I'm not saying it's the answer you want—I have a file on each member who writes a letter to me on a particular problem, and to the best of my ability, I do sincerely try to answer it.

Mr. J. E. Stokes (Thunder Bay): What do you mean you have got a file on each member? Can I see it?

Hon. Mr. Carton: Yes. Every letter you've written to me, Jack. Jack Stokes is in that file.

Mr. Haggerty: I'm clean.

Hon. Mr. Carton: I do have my staff go through the file periodically. People are only human, there are delays and studies and all sorts of problems, but I do have a file for each member, not on each member, and I do try to have this updated once a month.

Mr. Haggerty: You do?

Hon. Mr. Carton: If there are any problems, don't hesitate—I have complete confidence in my staff too, but I feel that probably one of the recourses to the minister is this way of contacting the members.

Mr. Haggerty: I thank you for that advice, but I suppose it comes back to the question of maintenance and that comes back to the matter of signing these roads. I think I've used the minister's offices in the past to get a few signs located throughout the area.

Hon. Mr. Carton: As your colleague has done—or tried.

Mr. Haggerty: Some of these signs only cost about \$15 to put up. I had a call just last week concerning the reconstruction of Highway 3 in the Fort Erie area. A school is located south of the highway—I guess it would be around Douglas St.—and while there is a stop light right by the Fort Erie Hotel, there is a problem of getting the youngsters across the street.

They do have the school guards, but I couldn't believe it when the person informed me that there were drivers going through the stop lights. That's pretty hard to swallow. But she said there should be some signs put up to indicate that this a school crossing in that particular area. I was going to go to the—

Mr. McNab: Is that a connecting link? That's right in Fort Erie?

Mr. Haggerty: Right in Fort Erie. It's right on Highway 3, which has been widened to four lanes in that area.

Mr. McNab: But you don't have to contact—

Mr. Haggerty: No, I think I could have gone to—

Mr. McNab: Why don't you go right to the municipality if it's a connecting link?

Mr. Haggerty: No, this is under your jurisdiction. It's under provincial highways.

Mr. McNab: It's not a connecting link? I thought you said it was right down in Fort Erie.

Mr. Haggerty: It's right in Fort Erie, but it's Highway 3, the four-lane highway. It's about half a mile or a mile west of the Peace Bridge. It's the Mather school crossing there.

Mr. McNab: Near the Mather Hotel, the old Mather Hotel?

Mr. Haggerty: You're thinking of the Fort Erie Hotel.

Mr. McNab: It brings back memories, sir.

Mr. Haggerty: I'll bet.

Mr. McNab: We'll look into it, but I think it's a connecting link. In any event, that's a technicality—

Mr. Haggerty: No, I am certain—

Mr. McNab: If it's our responsibility we'll look into it. If not, we'll make a recommendation to the municipality.

Mr. Haggerty: The regional supervisor there probably would have the signs erected. But it's perhaps more important to the municipality to have proper signing along some of these roads when changes are made.

Regarding the widening of Highway 3, I think I brought it to the attention of the minister before that there was a commitment from the department that it would pay a 50 per cent subsidy for lighting the intersections, of Highway 3 and the sideroads or rural roads.

It's pretty hard, when you're crossing a four lane road, to pick out just where to make a turn on to a rural road. It is indicated by painted lines but that's not enough. When you are driving at night you can't pick out these sideroads easily because of the poor markings. There should be something to better indicate that you are supposed to turn off at a certain road. I'm thinking of one, Holloway Bay Rd., but there are other ones in that area.

I think there should be some better way to indicate that you are approaching a road and when to turn off at that intersection, particularly when it is a four-lane road. These are some of the problems that are of interest to me in the riding of Welland South and perhaps the minister and his assistants will look after some of these problems.

The other matter concerns some of the roads which have been turned back through some arrangement with the regional municipality of Niagara. One is Highway 3A; that is the one running from Welland along the Welland River into Wainfleet; it used to hook into Highway 57 there.

As I understand it arrangements were made a few years ago for this to revert to the municipality but that the Province of Ontario or the Department of Highways would reconstruct that road and put it into a safe condition for driving, for travellers on that road; they would look after the needs of safety on that road.

Mr. A. A. Ward (Director, Municipal Branch): Those roads that were reverted, there was a financial arrangement to cover the estimated costs of improving them. At the time it is continuing.

Mr. Haggerty: That's right.

Mr. Ward: That is still in force and the money flows through or to the region and the regions are supposed to, or are carrying out the work.

Mr. Haggerty: I don't know—I'm not too familiar with the actual agreement—but I thought there was an understanding at one time that the province would upgrade them and bring them back into good safe roads before they reverted to the municipality, that is, the regional municipality of Niagara.

I'm thinking of this particular Highway 3A. In places it is almost sliding into the river. I think this is perhaps one of the reasons that the province wanted to unload it on to the local municipality; it said "Here, it is your baby; you look after this part."

Mr. Ward: This is presently a regional road; I'm correct in that?

Mr. Haggerty: It is now, I imagine.

Mr. Ward: Yes, they have assumed it.

Mr. Haggerty: This is the agreement. They assumed that you would upgrade it.

Mr. Ward: I see. There is this financial arrangement and we are paying a certain figure each year.

Mr. Haggerty: What is that certain figure then?

Mr. Ward: I believe in 1973 or 1973-1974, it is \$470,000-odd, something like that; but that money includes work on all the roads collectively for that year. It goes on for two more years.

Mr. Haggerty: Two more years? By that time you won't have half the roads completed. I think there were some 40 or 50 miles of provincial highways turned over to the regional municipality of Niagara, saying

"From now on, it is your responsibility" and with this agreement it will take five years to phase it out and these roads would be upgraded.

Mr. Ward: Yes, that is correct except that the region is carrying out the work and told us this year, starting last year, that it was finding the problem that you referred to—that the time span was not sufficient to complete the work. On that basis we changed the financial arrangement, whereby it would get the funds within this time span, but it is the region's choice of spending it.

Mr. Haggerty: What was the total amount of money allocated for this?

Mr. Ward: I don't have the total figure but I can certainly get it for you very quickly.

Mr. Haggerty: If you are thinking about \$500,000 a year, you are only talking about, maybe, \$2 million?

Mr. Ward: That was for the balance, sir. There was work previous to that; it was carried out with the regions for the first two years. This three-year straight financial arrangement was like starting now for the balance. I can certainly get the figures very quickly for you.

Mr. Haggerty: They could spend that much on Highway 8, through the region, couldn't they? From Grimsby to Queenston?

Mr. Ward: Yes.

Mr. Haggerty: With the amount of repairs needed to upgrade that road alone, you could spend about \$10 million, without the old Highway 57 almost from Smithville through to Bismark.

Mr. Ward: Yes, I agree.

Mr. Haggerty: And on to Wainfleet, where it would connect with Highway 3A.

Mr. Ward: That's true. The financial arrangement—as I said I will certainly get the figures—didn't confine them. For instance, when we are talking about these figures we did not specify that it had to be spent on a specific road but it represented the amount of money that would be required to bring them to standard.

Mr. Haggerty: I noticed in some instances they built large culverts across certain roads that were provincial highways. Of course, this is quite an expenditure, too, if they start constructing all the necessary improvements

to some of these highways and the old culverts. You could spend \$400,000 a year there just on culverts.

Mr. Ward: I am sorry, sir.

Mr. Haggerty: When I drive through the municipalities, I see where they are doing quite a bit of work on culverts along the highways, which now are regional roads. The \$400,000 that you have suggested here could be spent just on culverts alone to replace some that should have been replaced years ago under the Department of Highways administration.

Is there any chance that the minister has given any consideration to providing additional funds for the regional municipality of Niagara to take over these 52 miles of provincial highways?

Mr. Ward: It is in the neighbourhood of 50, sir.

Mr. Haggerty: That is quite a piece of road, 52 miles. What does it take the province to build a mile of highway today? Is it \$1 million to construct a mile of road?

Mr. McNab: This agreement that you speak of, and that Mr. Ward speaks of, was not something that was imposed on the regional municipality. This came about as a result of negotiations and studies of the situation and estimates made. This is the amount of work that was deemed necessary by the municipality and the ministry as a result of these studies.

What you are suggesting is that we go beyond that and change the agreement in essence.

Mr. Haggerty: In essence what you are telling me is that because we went into regional government in the Niagara area that we have taken over 52 miles of provincial highways and that after a period of four or five years the region is going to assume 100 per cent of the maintenance of that road, right?

Mr. McNab: That's right.

Mr. Haggerty: In other words, we are assuming 52 miles of provincial highways on which you would have paid 100 per cent. Now you are only going to be paying 50 per cent; so you are actually putting another load of municipal expenditure on these 52 miles of provincial highways.

Mr. McNab: No, I think what we have to remember is that in the first place they will

be getting a subsidy which will reflect their additional responsibilities. All of these roads are roads that fall into the category of roads that are serving a regional purpose and that, quite properly, should be a regional responsibility. In other words, they are not serving a King's highway role.

If regional government means anything, it means that the appropriate authorities will look after the roads appropriate to that particular authority. The criterion is well set down that if a road serves a certain role it shall be a regional responsibility. Our attitude in this was to say we want to make sure that this road is up to the standard of its role, so as not to burden the municipality right at the outset. This is why this agreed-upon settlement was arrived at.

Mr. M. C. Germa (Sudbury): Who agreed upon that settlement?

Mr. McNab: It was a signed agreement between the region and the ministry as a result of a joint study.

Mr. Haggerty: But they didn't have much choice in it, because it was a matter of a decision of the then Department of Highways which said this is going to be their responsibility, and it was cast upon them. I can recall that because I was chairman of the county roads back in 1967 when many of these decisions were brought about. They might just as well have said, "This is going to be your responsibility; we have no say in it whatsoever." Then the bargaining came afterwards, but I think that bargaining stage wasn't sufficient enough to upgrade those roads. In fact, you couldn't upgrade some of them to the standards set by the construction of the roads built by the county.

Mr. McNab: Mr. Haggerty, I led the group in all the negotiations prior, that is when consideration was being given to regionalize so there would be no doubt just what it meant; and the actual negotiations ended up in a settlement between the regional municipality and the ministry.

There was nothing of an imposition other than an agreed upon set of warrants that obviously defined the role of the various roads and systems. They fell into those categories and at that juncture we had a roads system established, because we sorted it out and said, "Well, this will go here; this will go there." Then an assessment was made of the cost where the municipalities played a role to upgrade these roads and this was what was agreed on.

Mr. Haggerty: At \$400,000 a year you would never be able to upgrade those roads; and whatever you do they won't even meet the standards of existing county roads, the way they have been constructed. So your standards are not going to be improved.

I can think of this one particular highway, Highway 3A. As I said, it is almost sliding out into the Welland River and you know yourself it was a smart deal to unload that. I think you'd have to agree with me that it was a smart deal by the ministry. They said: "Here, this is your baby from now and we'll pay a certain portion to bring it up a little bit, to upgrade it a little bit."

Mr. McNab: The main criteria right at the outset in setting these road systems and in forming regional government insofar as they affected roads were the instructions to our people that under no circumstances were the municipalities to be any worse off than they were before. This was before any final decision on regional government was established.

Mr. Haggerty: Financially?

Mr. McNab: Pardon?

Mr. Haggerty: Financially they'd be worse off?

Mr. McNab: Financially or any other condition, they were not to be worse off—and hopefully better off—and this has been accomplished. I haven't got the figures here but they will clearly illustrate that this commitment on my part at one of the original meetings has been adhered to. There's no question about it.

Mr. Haggerty: After the five-year phase-out period it means that the municipality will have to absorb 50 per cent of maintaining 52 miles of additional roads, which were provincial at one time.

Mr. B. Newman (Windsor-Walkerville): No. May I just say this to you? Included in your budget for the regional municipality, this additional 52 miles of road is taken into consideration in your subsidy allocation each year too. This is taken into consideration—

Mr. Haggerty: They'll get 50 per cent after that, but I mean it's—

Mr. B. Newman: No. What I am talking about is that you have a single-flow system in the regions, right? So you are going to get more money because you have more roads to look after.

Mr. Haggerty: Well, naturally this is what—

Mr. B. Newman: Yes, well, this is an ongoing thing—

Mr. Haggerty: Yes.

Mr. B. Newman: —after the five-year period, that's all. It's an ongoing situation.

Mr. Haggerty: But the shift of the 52 miles from provincial roads and provincial highways, which meant that the province assumed 100 per cent of that cost after the five-year phase-out period, it means that the municipality of Niagara will have to go out and raise an additional road tax, which will be an assessment to each property owner in the region to pay for the maintaining of 52 extra miles of road.

What I am saying is that the province has not brought in sufficient funds to upgrade those roads. It means that we've taken over some of those roads down there that were just neglected by the ministry—and Highway 3A was one of them. It was a patch-up job from the time that they constructed it. Like I said, it's slipping out into the river and it's going to cost money to rebuild that road.

Right now that road is carrying more trucks than it has in the last 10 years. It's taken the movement of trucks off Highway 3 west going to Dunnville and Detroit—places like that. They are being funnelled into that new tunnel and into the industrial complex at the city of Welland.

In other words, what I am saying is that it should have been maintained as a provincial highway and the regional municipality should never have been saddled with it, because they are going to have to bear after five years 50 per cent of the cost of maintaining that road.

Mr. McNab: Mr. Chairman, I think we have to correct this 50 per cent—as Mr. Newman pointed out, the single money flow into a regional municipality recognizes the added road responsibilities that it is incurring and the subsidy is not necessarily pegged at 50 per cent. It will go up to the extent that it reflects the additional responsibilities assumed by the regional government.

Mr. Haggerty: What is it now? What will it be after the five years?

Mr. Ward: The calculation would have to be made at the time when this present arrangement has finished. The basic principle on the single money flow that Mr. Newman and Mr. McNab referred to is that you have a certain need, a certain cost requirement, including, say, this 50 miles of road as an extra amount of road in the region that has to be

constructed and maintained, and so on. On the basis of the assessment, the amount of money that the region would raise at the figure used as a basic concept of, say, 1.25 mills on an equalized basis is a certain amount of money.

The difference between what the region, and I am generalizing a great deal here, should raise at that fixed mill rate and their total need is made up automatically by the ministry through this variable subsidy arrangement, which can go to a maximum of 80 per cent. If, say, at that fixed figure that the county can raise of a certain amount of money, we have this amount of money in total required because of this 50 miles of road, which would increase it a lot, then the contribution from the ministry would rise above the 50 per cent level to a maximum of 80.

Mr. Haggerty: What will it be?

Mr. Ward: I couldn't tell you what it will be. The main reason is that what they call fixed costs are in there and, of course, they change. They are ones such as the cost of equipment, equipment rental, and so on.

Mr. Haggerty: I think the member for Scarborough Centre (Mr. Drea) last night mentioned that you were paying about 75 per cent of the construction or maintenance cost of roads here in Metro Toronto. Is this right?

Hon. Mr. Carton: No, he was talking about urban transit, and we do this in Welland.

Mr. Haggerty: I thought he spoke about the asphalt laid around.

Hon. Mr. Carton: No.

Mr. Haggerty: What do you pay in the city of Toronto then besides that?

Mr. Ward: We pay 50 per cent, sir.

Mr. Haggerty: Then there's not much hope that the regional municipalities will get much more than 50 per cent then, is there?

Mr. Ward: By statute they can't go above 50 per cent in the city.

Hon. Mr. Carton: That's a municipality as opposed to a region. A region is fixed at 80 per cent.

Mr. Haggerty: Isn't Metropolitan Toronto a region too?

Mr. Ward: Not in that sense. They can't go above 50 per cent.

Mr. Haggerty: Then you have an established policy that where there is a metro regional municipality it is only 50 per cent then. You are telling me that there's a possibility it could go to 80 per cent, but then you are not sure. Let's be more definite. Have you got anything on it?

Hon. Mr. Carton: We are sure.

Mr. McNab: It is right in the legislation.

Mr. Ward: They are under the regional Acts and there is a separate one for each region.

Mr. Haggerty: Yes, but that's for a period of five years to phase it in.

Mr. Ward: No, at any time and from then on. The statute for each region states that the subsidy rate can go from 50 to 80 per cent, whereas the statutes that regulate, if you want to call it, the cities and townships and counties are fixed at 50 per cent in the case of cities, for both roads and bridges; and in the case of townships, 50 for roads and 80 for bridges. Those are fixed, you can't go above 50 per cent rate in a city for subsidizing roads but, depending on the study result, you can in a region, go to 80, and so can counties, incidentally, too.

Mr. Haggerty: Counties can too.

Mr. Ward: Counties can too, yes, under this new arrangement.

Mr. Haggerty: I suppose this thing will have to be watched very closely to find out if the 80 per cent or 60 per cent or 70 per cent is going to come through to the Niagara region. I suggest to any other member whose riding is going into this regional government that he should watch it very closely too, because it's only permissive and it's at the whim of the minister here who says we will go this high or we will go less. The deputy says not, eh?

Mr. McNab: No, because it is based on an established formula. It is the same as if you say 50 per cent is not permitted in cities. This is statutory. With the regions, it is statutory, based on the formula with a top upset limit of 80 per cent and a floor of 50.

Mr. Haggerty: Let's go back to this \$400,000 or \$445,000, or whatever it was.

Mr. Ward: It's \$470,000 and I am quoting off the top of my head.

Mr. Haggerty: Four-seventy. You're lucky if that even pays for the maintenance on

those roads, the winter maintenance alone, to remove the snow.

Mr. Ward: I took the figure out of context in that sense because I'm not sure how much has been paid in the first two years because I just don't have the figures. I would like to know what is the total figure, which is really the one that you are interested in; in other words, how much in total is the ministry paying for this? I don't have the figure.

Mr. Haggerty: It's not less than \$10,000 a mile there and you eat that up in winter maintenance alone.

Mr. Ward: Unless Mr. Bidell knows—you don't know the first two years?

Hon. Mr. Carton: It's \$1,500 a mile.

Mr. Haggerty: Only \$1,500? That's less, then. You should have stuck with the \$10,000. It would look a lot better than \$1,500.

Mr. McNab: This is capital grant for capital works.

Hon. Mr. Carton: That's correct.

Mr. McNab: It is not for maintenance.

Mr. Haggerty: It's not?

Mr. McNab: The formula will take care of the maintenance.

Mr. Haggerty: Yes?

Mr. McNab: I think what you've got to remember is the point I tried to make probably not too well. That when you add all these things up the municipalities in the area will be getting more than they got before.

Mr. Haggerty: I agree that this is what it should be but how much more? In this phase-out period of five years are you paying in full?

Mr. McNab: At no time will they be getting less. The formula is based to make sure that the rate is not pegged at 50 per cent but reflects their additional responsibilities.

Mr. Haggerty: We have \$445,000 for capital outlay, right? This is for reconstruction of certain parts of the roadway or bridges or whatever it may be. How much have you allowed for general maintenance? I'm talking about winter control and everything else to maintain these highways. Have you got any figure above that \$445,000 or is that the combined total?

Mr. Ward: The figure I quoted—and as I said I would want to see; I'm not sure whether I'm right at \$470,000 or \$440,000 or \$490,000—the principle involved was that the amounts, those together with the amounts which have already been paid in the previous two years—the amounts which I don't know right now—were to represent the costs of reconstructing these roads up to a standard that was mutually satisfactory. That's the basic concept.

The maintenance of these roads during that period is included in the needs—back to what we were saying about the variable subsidy rates—so that if the needs went above the 1.25 mill situation, including the maintenance requirements on those roads, the subsidy rate would start to move up. In that sense we would be paying increased subsidy or increased funding for the maintenance of that 50 miles but, of course, it is included as one figure for all the mileage in the region. It is not sort of segregated as a separate—

Mr. Haggerty: That's right, they have taken the combined roads.

Mr. Ward: They've just taken—that's correct.

Mr. Haggerty: That's right.

Mr. Ward: The maintenance needs would be included in the fixed costs as they call it.

Mr. Haggerty: With your projected cost in this five-year period, until the phase-out, what amount of money have you allocated for this changeover?

Mr. Ward: I don't honestly know. It was done previously to my—

Mr. McNab: It would be rather—

Mr. Ward: I'd have to look it up, that's all.

Mr. Haggerty: Could I get that information?

Mr. Ward: Yes, sure, absolutely.

Hon. Mr. Carton: I don't recall the region of Niagara contacting the minister. Have they contacted the ministry about it?

Mr. Ward: No, they haven't; not regarding this matter.

Hon. Mr. Carton: I don't recall any problem that the region of Niagara mentioned to me. They have been in on several other occasions.

Mr. Haggerty: But you are not receiving a tax bill every year, and you see the—

Hon. Mr. Carton: No, I am talking about the region of Niagara. You seem to be taking up the cudgel for them and that's fair enough, but all I am concerned—

Mr. Haggerty: No, I am taking it up on behalf of my constituents in the area who say there isn't sufficient work done in the area since the region has taken it over.

Hon. Mr. Carton: I would like to think that the regional council has an interest in that area.

Mr. Haggerty: I have no doubt it does. As I said I'm also an elected official there and I would like to know what is going on, too. This is why I am being inquisitive here—to find out some of these facts. My own personal opinion is that they are being short-changed on it, unless somebody else can come up and show me that they are not. That's all I have; I'm not going to get the answer to that.

Mr. Chairman: Mr. Ruston.

Mr. Ruston: I have been looking at my notes. Apparently, I'm down for the next one.

Mr. Chairman: Mr. Riddell.

Mr. J. Riddell (Huron): Yes, Mr. Chairman, I listened with some interest to the amount of money that is being spent on transportation in urban centres. We had some lengthy discussion on Kraus-Maffei and the amount of money it is going to cost. I am wondering, is there any breakdown as to the proportion of the funds at this ministry's disposal which are spent in the urban areas as compared to what is spent in the rural areas?

Mr. Chairman: You are talking about maintenance?

Mr. Riddell: Right. I often think that with some of our big ideas—and no doubt that we have to do something to improve the transportation for people in cities—I often think that we are neglecting the rural areas. We are really forgetting where the real bread-basket is in Ontario. I am thinking now of Highway 8, where the development officer asked for a study to be done. He is fully convinced that there has to be some maintenance done on that road.

There are several towns where the speed limit is 30 mph. Of course, this slows down traffic. This road is heavily travelled by trucks

coming out of Goderich and coming out of Stratford. There is no question that Huron county is certainly one of the best agricultural counties in Ontario. We have the potential for industry in places like Goderich.

Mr. Ruston: One of the better counties, Mr. Chairman. We should recognize that.

Mr. Riddell: Well I said that. But Goderich can't attract industry for the simple reason that they do not find the transportation services there adequate to meet their needs. All the development officer asked for was some passing lanes on hills. It is rather rolling terrain, particularly between Clinton and Goderich, and all that was asked for was some passing lanes so the trucks going up there can move to one side and allow the cars to go by.

They asked for something different to be done through the towns so that the time it took to get from Goderich to Stratford, and therefore from Stratford to the 401, would be somewhat—

Mr. Chairman: Mr. Riddell, I would like to be able to let you carry on, but we are on vote 2202.

Mr. Riddell: That's right. We are on maintenance.

Mr. Chairman: General maintenance. Now if we are talking about passing lanes and improvements to existing highways, I'm afraid that would have to come under construction.

Mr. Riddell: I can't see that. You are not constructing a new road. Construction in my way of thinking is starting afresh and building a brand new road. We are not asking for a new road to be built.

Mr. Chairman: That is not the way it is broken down either at the municipal level or the provincial level, if my information is correct.

Mr. Riddell: I can bring this up later if you want.

Mr. Chairman: The minister has no objection, and really I don't have too much either. I'm afraid if we allow various members to speak on other items then we will have to throw the whole thing wide open.

Mr. Ruston: Of course, Mr. Chairman, you have been allowing in the last number of hours yesterday and today sometimes quite a variation. I think you realize this.

Mr. Chairman: Well, this was. No—

Mr. Ruston: You were allowing the municipal grant structure to get into it and everything. So I mean—

Mr. Chairman: On vote 2201, item 8, there were three or four different matters that were considered under that one item, being new mode, communications, ONTC—

Mr. Ruston: Threw everything in the basket, more or less.

Mr. Chairman: But they were under that item, I would think.

Mr. Riddell: I am not going to say a great deal more about this, Mr. Chairman, other than the only point I want to make is that the condition of the highways in Huron county has a direct bearing on the development of the county. With a highway such as Highway 8, which is heavily travelled by trucks out of Goderich and out of Stratford, why isn't there some consideration to doing something on this highway?

Granted you have been resurfacing. I think it's resurfaced now from Goderich to Seaford. It is supposed to be finished from Seaford to Stratford some time next year.

The point of the matter is, regardless of whether you resurface or not, trucks are not going to travel it if they can help it. We are not going to attract industry to Goderich, or even Stratford for that matter, because the truckers find that they cannot make any time on that particular highway.

Mr. Chairman: The minister will probably reply to that under vote 2203.

Hon. Mr. Carton: First of all, Mr. Riddell, you mentioned the development officer wanting a study made. Was this a study as to the feasibility of passing lanes in that area?

Mr. Riddell: Yes. There was a study done and there was a letter written by a Mr. Blevins, regional director, indicating the results of the study. They did admit that the traffic through the town slowed traffic down considerably. They admitted that something needed to be done. They have it all broken down as to the amount of time it takes to travel from Goderich to Stratford. But they didn't feel that it was important enough actually to construct some passing lanes. I would disagree, as would the people in Huron county, because, as I say, as long as the situation stays as it is, there is just no way that industry is going even to want to take a look at Goderich. Yet I think there's a real potential here for industry to become established.

I have another thing to raise here, Mr. Chairman. Apparently this year, and I don't know whether this was the first year of this particular policy, in some areas you cut the weeds—and this is under maintenance, I trust, isn't it?—and the grass only two mower widths rather than over the entire ditch from the road through to the fence. How do you pick out the areas in which you are going to do this? Highway 4, from London through Exeter and Clinton up to Walkerton, was one of the highways. I'm thinking now of the stretch between London and Exeter, which is a heavily travelled road and what I would consider a main road. Along that road you cut the grass only two mower widths.

I can perceive problems here. First of all, it's unsightly. Secondly, weed inspectors are going into farmers' places and telling them they have to control the weeds. Yet, if you are not going to cut the weeds and the grass along the roadside, you are creating a weed problem. Thirdly, the long grass and the weeds are going to hold snow, and you are going to run into snow problems on those heavily travelled roads, such as Highway 4.

The point I'm trying to make is, how do you select the areas where you are not going to cut the weeds? If my predecessor had still been in this particular business, would those weeds have been cut? Don't kid yourself. I'm getting all kinds of correspondence from very interested people, asking why, all of a sudden this year, the grass is not being cut, other than two mower widths on the side of the road. What's the situation here?

Mr. Ruston: Poor Mr. MacNaughton.

Mr. Stokes: He did not travel those roads.

Mr. L. R. Eadie (Executive Director, Operations): Mr. Riddell, several years ago the ministry engaged in quite an extensive study of our whole maintenance operations from the view that we would maybe reduce some of our expenditures on maintenance in areas where we feel we could. In the area of grass cutting, it's based on the traffic of the road. On more heavily travelled roads, such as Highway 401 or the freeway, the arterial type of road, we do cut the grass more often. On the local type of roads, we do not do as much cutting, but these roads that you speak of are all sprayed and we use a fair bit of weed spray. I think maybe the grass might be, as you say, somewhat unsightly, but nevertheless there are no weeds in there that would spread into adjacent farm fields.

Mr. Riddell: Do you foresee a snow problem then? The fact that this grass is going to

retain the snow, and then you are going to get—

Mr. Eadie: No, usually by the end of the year the grass is pretty well down and it doesn't really constitute any problem as far as snow is concerned.

Mr. Riddell: Well, it must be a different grass. Because I know that if you have grass growing on the side of your laneway, you have got problems on that laneway in the winter time.

Mr. Eadie: We have been following this policy for the last three or four years, and it has not presented any problems in our winter maintenance operations.

Hon. Mr. Carton: I wonder, Mr. Chairman, if on this general topic and because it is Huron county, I would like to point out to the member that it was because of Huron county's representations to this ministry that the single flow for counties came into being. Huron county gained considerably on the change in legislation.

It was basically because of Huron county's representation that the single flow was introduced by legislation this past session, that it came into being. They were the ones who pressed for it. So both in maintenance and construction, Huron county is in a much happier position than it would have been under the old system.

Mr. Riddell: I guess it depends on who you are talking to then.

Hon. Mr. Carton: Seriously, no. I have letters from the county council requesting it; in fact, not only letters but representations from Huron county. I can honestly say because I well know—I am the minister and I know for a fact that this was the letter that prompted me into getting the ministry officials to make the change. I asked Mr. Ward to go down and get the exact figures, and they are in receipt of a much larger amount of money than they would have been under the old system.

I think they are to be congratulated on it. I think it was a good move on their part—and not only Huron county has benefited. Out of the 36 counties in the province, I think 32 or so benefit by Huron county's suggestion.

Mr. Riddell: Okay. Just one more thing; I suppose signing would come under this vote?

Hon. Mr. Carton: I have your last letter here.

Mr. Riddell: Yes; I received a letter too in connection with the matter which I brought to your attention. The chamber of commerce in the town of Exeter simply asked that the sign at the junction of Highway 7 and Highway 4 be changed to read "Lucan," which is just three miles farther north, and then "Exeter." As it is at the present time, the sign reads "Lucan, 3 miles; Clinton"—so many miles; I forget what it is. But my thinking, as well as the thinking of the residents of Exeter, is that Exeter probably has a population that is greater than that of Clinton. Now, I wouldn't be too sure, they are in around the same—

Hon. Mr. Carton: Close.

Mr. Riddell: Yes, close to the same. But it's a very aggressive town, and they are trying to promote business in Exeter; so they are going out and putting up signs of their own. They simply asked if the Minister of Transportation and Communications would consider changing that sign at Highways 7 and 4 to read "Exeter" rather than "Clinton."

Now, a letter came back stating that you break your roads down into sections—and that one section is from London to Clinton and that's why the sign reads as it does. But I still think that for people who are concerned enough about their own community and trying to promote it the best way they can, surely the ministry can co-operate and bring about that minor little change, which certainly won't cost a great deal of money.

Hon. Mr. Carton: I don't think it is the money, Mr. Riddell. I think it is the principle and the policy. But in my own mind I thought perhaps we had come to a resolution of that particular one. As you know, you did bring another signing matter to my attention and it was resolved as you suggested.

Mr. Riddell: Yes. By the way, were the finger signs put up? I have never noticed.

Hon. Mr. Carton: I presumed they were, because I have never heard from you.

Mr. Riddell: I'll go down and take a look at it.

Mr. Ruston: I've been trying to get a sign for 10 years.

Hon. Mr. Carton: I'll have another look at this sign, Mr. Riddell.

Mr. Riddell: That's all I have for now, Mr. Chairman.

Mr. Chairman: Mr. Newman.

Mr. B. Newman: Thank you, Mr. Chairman. I wanted to ask the minister if maintenance at railroad crossings is his department's responsibility. I know that one of the places that too often is extremely hard on cars is a railroad crossing, and I refer specifically to the one leaving Walker Rd. and going into Highway 401 just before part of the cloverleaf; it is pretty rough at times, perhaps intentionally so, because it's such that you have to slow down, otherwise you only go over it once at a high rate of speed.

Hon. Mr. Carton: Is this over the ties?

Mr. B. Newman: No, it's an extension of Howard Ave. where it joins Highway 401 at Walker Rd.

Mr. Ruston: Pardon me, but the railroad crossing has an indentation that you go down into—and hit the railroad tracks and ties.

Mr. McNab: Mr. Newman, regarding the breakdown of responsibilities, the actual width of the tracks, if you will, is the responsibility of the railroad. We co-operate with them, but that is their responsibility. If it's beyond that, if it's in the approaches to it, then it's our responsibility 100 per cent. Whatever the width—say it's a single track, they would possibly be responsible for about 10 ft—we dare not touch anything on their track. But if it's beyond that it's our responsibility, and we're the people you should be after.

Mr. B. Newman: It's only a single track, but it is kind of rough and I wonder how one gets—

Mr. McNab: Pardon me, sir, is it right on the track or is it approaching the track?

Mr. B. Newman: No, it's on the track.

Mr. Ruston: I think he has brought up a good point, because I use that road considerably and maybe more so even than Mr. Newman; and no matter how much you slow down, it is an awful bump. So I think we'll have to make representations to the Chesapeake and Ohio Railway.

Mr. McNab: Pardon me, is this on the straightaway as far as the tracks are concerned?

Mr. B. Newman: Yes.

Mr. McNab: Would you mind isolating the thing again and we'll speak to the railroad on it?

Mr. B. Newman: Okay. Would you do it, Dick?

I have another question I wanted to ask of the minister. I notice in the programme description that you mention the cost of municipal road and transit systems. Does this include bus systems in the community? Under which of the items in vote 2202 could we discuss that? Under general maintenance?

Hon. Mr. Carton: Urban transit?

Mr. B. Newman: Yes. I don't see it isolated in any one of the items.

Hon. Mr. Carton: Go ahead now.

Mr. B. Newman: All right. I don't have much. I just wonder to what extent the ministry is thinking of assisting municipalities outside of the city of Toronto in their bus operations?

Hon. Mr. Carton: We have a study under way. I had a list of 45 communities where we had urban transit subsidies.

Mr. B. Newman: I understand that, Mr. Minister, but I think that no bus system in the Province of Ontario can operate successfully in terms of finances; and if we're really concerned about saving energy or a better method of moving people, then we're going to have to give—

Hon. Mr. Carton: We are. In Windsor, which is outside the city of Toronto and in which you're vitally interested, the operating estimate for 1973 is \$426,100 and a capital subsidy of \$444,000—almost \$1 million.

Mr. B. Newman: The minister is aware of the financial difficulties of the bus system—

Hon. Mr. Carton: In Windsor?

Mr. B. Newman: In Windsor, yes. And if there is some way that your ministry could come along and be of greater assistance to them so that we can move people.

Hon. Mr. Carton: Have they had an urban transit study done?

Mr. B. Newman: Yes, I think they have.

Hon. Mr. Carton: Have they?

Mr. B. Newman: And received assistance from your ministry for this study, if I'm not mistaken. I'm not being critical of that at all, Mr. Minister, but I'm simply interested more in the ability to move people. Maybe if we could move people a little better in the community we mightn't have to go into

large expenditures as we are going to go into with the E. C. Row Expressway.

Hon. Mr. Carton: I won't get into the E. C. Row Expressway which is a Windsor project.

Mr. B. Newman: Yes.

Hon. Mr. Carton: But, Mr. Newman, I would tell you in all sincerity—I'm not saying this just to be political—but there is nowhere on the continent where the municipalities get more aid than in the Province of Ontario. They get 75 per cent capital. In other words if they wanted to buy all new buses, 75 per cent of them will be paid for by the province.

Mr. B. Newman: We accept that and we appreciate that, Mr. Minister, but we are still not solving the problem, are we?

Hon. Mr. Carton: I think we've gone a long way toward it.

Mr. B. Newman: When I say solving, we are not alleviating the problem. We are going through the E. C. Row Expressway stage in the community which is going to involve, I would think, close to \$100 million before the expressway is completed and if properties inflate at the same rate as they are today it might even surpass that. I hope not. There has got to be some way of moving people in the medium-sized communities such as the city of Windsor, especially where development is more east and west. Has the ministry looked into the possible use of the railroad tracks, maybe, for moving people?

Hon. Mr. Carton: Again, I'm not passing the buck, but surely the city of Windsor in its own urban transit study and in its own urban transit projections would have some responsibility?

Mr. B. Newman: Mr. Minister, I don't deny that at all. I'm simply trying to plead with you to assist in solving a people-moving problem, that's all. We do give a lot to Toronto. We don't come along—I shouldn't say we don't—but we are not too critical of the fact that you do provide. There are other areas in the province and when I make a plea for the city of Windsor, I would assume that other members from similar-sized communities would make a similar type of plea, were they here.

Hon. Mr. Carton: Again, Mr. Newman, honest and again, right across the province—Aurora, Barrie, Belleville, Brampton, Bramalea, Brantford, Burlington, Cambridge, Chatham, Cornwall, Georgetown, Guelph, Hamilton, Kingston, Kitchener, Lindsay, London,

Markham, Midland, Mississauga, Newmarket, Niagara Falls, North Bay, Oakville, Orillia, Oshawa, Ottawa, Owen Sound, Peterborough, Port Hope, Pickering, Richmond Hill, St. Catharines, St. Thomas, Sarnia, Sault Ste. Marie, Stratford, Sudbury, Thorold, Thunder Bay, Timmins, Vaughan, Waterloo, Welland, Whitby, Windsor, Woodstock.

Mr. B. Newman: Bingo.

Hon. Mr. Carton: These are all recipients—

Mr. J. E. Bullbrook (Sarnia): Would you repeat that, please?

Mr. B. Newman: Mr. Chairman, I will leave it. I am very much concerned that we are not solving the problem of moving people. Maybe, as the minister says, we don't know the answers and we can't find them out as quickly as we would like to.

Hon. Mr. Carton: What I can't understand is if there was an urban transit study—is there anyone in the ministry who can talk to the urban transit study in Windsor?

Mr. W. W. Bidell (Assistant Deputy Minister, Planning, Research and Development): The transit utilization study has been completed and in addition to that there is a review of the whole urban transportation—not only transit—all the transportation requirements in Windsor are being reviewed at the present time.

Mr. B. Newman: How long will it be before a decision is made on the part of the ministry?

Mr. Bidell: This study is not the prime responsibility of the ministry. This is a city of Windsor study in which the ministry is participating both financially—to the extent of 75 per cent subsidy of the study—and technically. The prime responsibility for the study is the city of Windsor's.

Mr. B. Newman: I see, and they will have to make the decision?

Mr. Bidell: Correct, sir.

Mr. B. Newman: Right. Thank you, Mr. Chairman.

Hon. Mr. Carton: Mr. Chairman, if I might interject—I'm sorry.

Mr. Bullbrook: I wanted to ask you a question but you go ahead

Hon. Mr. Carton: Just one second, because it is some information for Mr. Riddell. You

can take these figures down, Mr. Riddell. Under the old arrangements, the county of Huron would have received the amount of \$966,000. Under the new arrangement which, as I say, in large measure was due to the representations of Huron county, their subsidy is \$1,162,000, which is, in fact, almost a \$200,000 increase.

Mr. Stokes: I bet you didn't tell them the figure wasn't enough.

Mr. Chairman: Mr. Bullbrook, have you a supplementary question?

Mr. Bullbrook: It is supplementary. I hope it is not out of order.

Hon. Mr. Carton: You are never out of order, Mr. Bullbrook.

Mr. Bullbrook: I wanted to ask you, in connection with your 75 per cent subsidy on the acquisition of capital equipment for urban transit, how does that work where you have a private company operating under agreement with the municipality?

Hon. Mr. Carton: It doesn't preclude it, if there is an arrangement or agreement with the transit company.

Mr. Bullbrook: How does the benefit get to the municipality? In my obtuse fashion I can't see it. Skinner operates ours in Sarnia. If he wants to acquire additional equipment, does he get the benefit of the 75 per cent subsidy? How does he get back to the municipality?

Mr. Ward: In all cases, whether it is a private carrier or whether it is a municipally owned system, we deal with the municipality. It is done quite similarly to our arrangement regarding roads. They submit an allocation request representing, in the case of the capital asset part of it, what they need for the year in their estimation. It is reviewed, and then on the basis of the review—say it was for five buses or whatever it was—it is approved and then when they are purchased it is paid for.

In the case of a private carrier, they act on his behalf in the sense that they purchase the buses as far as we are concerned. The private carrier then has the buses and operates them and we subsidize the municipality for its cost toward those buses.

Hon. Mr. Carton: Mr. Bullbrook, for your information, in the 1973 estimates there is a \$60,000 subsidy for Sarnia, and I notice an amount here of \$30,750 for a study. In the

1974 estimates it is \$100,000 for operating and \$375,000 for capital. I presume this would be in the estimates as a result of the study and the implementation of it.

Mr. Bullbrook: What I wasn't understanding, and still perhaps don't fully, is, do I take it that the municipality owns the equipment?

Mr. Ward: I don't believe so. No, the private carrier owns the equipment.

Mr. Bullbrook: We acquire five buses, right? And we get a subsidy of 75 per cent in connection with the acquisition but the buses are really owned by Sarnia Transit, a private company. Have they gained the benefit of the 75 per cent subsidy rather than the municipality?

Hon. Mr. Carton: Isn't the city getting the benefit? You wouldn't want to preclude any city that had a private arrangement.

Mr. Bullbrook: I don't want to preclude anybody. I just want to understand. Maybe I am not making myself clear. If the city owns the buses and operates its own system, then it is obvious that it gets the equity participation; but if it is an arrangement, such as in Sarnia, doesn't Charterways really end up getting the benefit of the 75 per cent?

Mr. Ruston: They are subsidized.

Mr. L. Maeck (Parry Sound): They were probably being subsidized by the city before that.

Mr. Bullbrook: No, they were being subsidized in connection with the total agreement itself, but they weren't being subsidized as far as capital acquisition is concerned. I think I brought this up before.

Hon. Mr. Carton: We will have the answer in a second. The question prior to that was, would they be precluded or could they participate if they were a private carrier? It was a general question and I answered yes to it.

Mr. Bullbrook: Am I making a point? I don't want to waste your time.

Hon. Mr. Carton: Well, you must have made a point because I see three heads together here; so let's make sure we get the answer.

Mr. Chairman: Mr. Maeck, you had something supplementary to this?

Mr. Maeck: I just have one very short question, Mr. Minister. I wondered what criteria you used to arrive at the cities that you have listed there. Is it population or—

Hon. Mr. Carton: No, it is a request. They come to us.

Mr. Maeck: You mean there are no restrictions as to population at all?

Hon. Mr. Carton: If they have a transit problem and they are a municipality, they come to our ministry.

Mr. Maeck: I see.

Hon. Mr. Carton: Do you have the answer for Mr. Bullbrook, Mr. Ward?

Mr. Ward: It would be an acquisition of a private carrier by a municipality, as far as our experience so far is related to it. What I am saying there is that you have a private carrier and the municipality's involvement is that it has been, to date anyway, taking over or buying out the assets of the private carrier.

In response your question specifically as to who owns the buses when they are paid for 75/25 by the municipality but only a private carrier is operating them, I don't think we have an example of that. That's what is giving me the problem right now. This is the first year we've done it.

Mr. Bullbrook: I thought that was the situation that obtained in Sarnia?

Mr. Ward: I'm not sure.

Mr. Bullbrook: And would obtain in the Soo and North Bay. Those are three off the top of my head that are—

Mr. Maeck: In North Bay they have their own buses.

Mr. Bullbrook: In North Bay? Do they?

Mr. Ward: I'll certainly clarify it anyway, because I want to make sure I am correct when I give the answer.

Mr. Bullbrook: Absolutely.

Mr. Ward: I would like to—

Mr. Bullbrook: My main concern was: If there is a 75 per cent subsidy, right?

Mr. Ward: Yes.

Mr. Bullbrook: It would seem to me the private company would get the benefit of it, right?

Mr. McNab: The municipality will certainly own the equity in the bus. It was the logical thing and this is a new thing—

Mr. Ruston: Leaseback.

Mr. McNab: Yes, either a leaseback or a management fee, an operating fee; crewing and whatnot. It's a similar situation to the GO Transit in which we own all the rolling stock and as far as operating is concerned the Canadian National have an agreement with us—

Hon. Mr. Carton: NorOntair is the same.

Mr. McNab: —the same as with Gray Coach. We own these things, and however the mechanics work out, Mr. Bullbrook, this would certainly be the end result. For instance, they couldn't use these buses for say, a charter operation, without approval first, and without paying for their use on a rental basis.

Mr. Bullbrook: I appreciate your taking the time. I really wasn't worried about them using them for a charter; that wasn't my motivation.

Mr. McNab: No.

Mr. Bullbrook: It was more one of wanting to understand, because if the—

Mr. Chairman: I am sure if there is further information the ministry people will supply it.

Mr. McNab: Yes, I'll do that.

Mr. Chairman: Let's move back into maintenance. Mr. Germa.

Mr. Germa: Mr. Chairman, I was interested in Mr. Haggerty's questioning of the impact that regional government is having on the various areas.

As you know we in Sudbury are caught up in a major regional reshuffle and there are two particular areas that I'm considerably worried about. Those are the unorganized townships of Broder and Dill, which have been brought into regional responsibility, plus any other roads in the regional area which have now been transferred from provincial responsibility to the region.

You tried to assure Mr. Haggerty that all the necessary calculations had been made to ensure that the municipality wouldn't suffer added maintenance cost, but in the case of unorganized townships, where these roads have been neglected for years, there was never any assurance given they are going to brought up to any sort of a standard.

You also indicated that these agreements were accepted by the ministry and the municipality. I don't know how you got that impression, because as a controller in the city of Sudbury, at no time did the ministry ever negotiate with me and ask me which roads I was willing to accept or anything like that. I'd like a rundown on how many miles of roads have been abandoned by the province, particularly in the unorganized areas and the other areas, and the financial breakdown so you can assure me that assuming more miles of former provincial roads is not going to be an added burden on the regional municipality of Sudbury.

Mr. McNab: If I may speak on that, Mr. Chairman, Mr. Martel brought this very thing up last night, sir. We had rather a lengthy discussion, and I mentioned the fact that we were at the present time negotiating these things, both with the region and with local municipalities. Mr. Collins has taken it under his wing and has brought the reeves of the local municipalities down here. We've given them the same sort of assurance.

I had a meeting a week ago last Tuesday with Mr. Collins and a number of people from the regional council. Most of them had local municipality responsibilities. We recognize that the big problem, particularly in the local municipalities, is the fact that they are starting out, as you say, with a road system, a lot of which were in previously unorganized townships and were in—well, I wouldn't go so far as to say deplorable, but in very, very poor condition. Their plea—and it has been listened to right at the outset—was: "What we need is to get on our feet, then the subsidy will look after it." In other words: "Give us a system that is recognizable as a system."

This was some months ago. Instructions were given during the meeting for the ministry staff to work with the people in these local municipalities and to come up with an estimate of cost. They were to do a quick inventory, if you will, of the roads they were getting within their system. They did this and came up with an estimate of a minimum treatment to put these roads in shape for them to take over and not start out from a real deficit position.

We were a party to this study which they undertook. They came up with an estimate of what it would cost. I haven't got the figures, but I would be glad to give them to you. As far as we are concerned, as a ministry we are confined to the amount of subsidy we can give. We can only give them funds on the subsidy basis.

Now Mr. Collins and I are going to Management Board with the proposal and assurance from the ministry that the figures they have here are logical—they are a desirable treatment for these roads. We are requesting that as a start-up for these municipalities that the share beyond what we can give them by subsidy will be picked up by government as a special start-up cost. At the last meeting that we had I think the people indicated their satisfaction with this.

We have an appointment this month with Management Board. Now, as to what's happening in the immediate future, a lot of these people were concerned about keeping these roads open in the winter. In some cases it was a dollar-for-dollar basis with the local people for roads in unorganized territories. My instructions to our people were—and it is being carried out—that we cannot, because of a technicality, place these people in a worse position insofar as keeping roads open for such traffic as school buses. I said: "We have to devise some means, and immediately, of keeping the roads open. Get them open; we'll find a way somehow. We cannot have these people suffer until such time as we can work out the technicalities of a lasting sort of an arrangement."

I assured Mr. Martel of this last night. When he spoke, he said that you and he would like to be kept informed as to what is going on at these meetings so that you can supply your people with the information. I accepted that undertaking.

Mr. Germa: Well, from your explanation it still appears that by a technicality there are going to be extra costs loaded on the municipality. You are legally contained from picking up 100 per cent of these costs.

Mr. McNab: No, we are talking, first, of all start-up costs to bring these roads up. You know better than anyone else the type of roads they are. They are roads that people on the statute labour board sort of match dollar for dollar with the municipality; and the work that was done on them was the work they could afford by the collection of funds.

The local municipalities said that once they got a system to work with, the subsidy rate that will be struck will allow them to carry out their responsibilities. I think you must remember that there were government funds going into these areas before in various ways, to the statute labour boards and local roads boards on a matching dollar-for-dollar basis.

Mr. Germa: Well, I know there was this system of local roads boards.

Mr. McNab: That's right.

Mr. Germa: I'm sure you'll admit that this was never satisfactory.

Mr. McNab: It was never satisfactory, and this is why—

Mr. Germa: That's how these roads got so far behind, you know; their maintenance has been neglected.

Mr. Stokes: I'm glad to hear you say that. I can't wait to get into that next vote.

Mr. Germa: I have seen maintenance programmes started where the local roads boards would hire a few trucks to dump a few loads of gravel on the road. Two months later those loads were still on the road, and the only way the gravel was distributed was by cars crashing through these great piles of gravel, 10 tons of gravel sitting there like a blockade. I've had to spread the gravel with the bumper of my car. These roads just haven't received any maintenance.

Mr. McNab: Well, surely what you have said is one of the sound arguments for having regional government and organized municipalities, so that there will be an organized group to deal with and not a hit-and-miss basis of dealing with individuals for each section of road.

Mr. Germa: Well, I agree with the principle of regional government—

Mr. Stokes: And corresponding payments to do it.

Mr. Germa: —I welcomed it in our area, but within the regional municipality there are those people who have paid their way—

An hon. member: That's right.

Mr. Germa: —and they are reluctant to go out and take over a responsibility that formerly belonged to someone else and to pay that again. At least three times in my lifetime, as a person who lives in the inner core of the city, I have been forced into amalgamation unwillingly and have had to go out into these areas, after having supplied the centre core area with what was considered to be a decent standard of roads, we had to go out into the townships.

We have gone through that process twice already; now this is the third time. On the first two occasions, despite all the flowery

talk we received from all governmental departments, not only Transportation and Communications, we got the short end of the stick. I can cite the Highway 69 south reconstruction by this department.

Maybe we aren't equipped to negotiate with you; in fact, it should not be on a negotiation basis. I think you have to recognize that municipalities don't have the expertise to negotiate with you.

Mr. McNab: Well, Highway 69 south, if my memory serves me correctly, was reconstructed totally at the expense of the government; and we were dealing with a relatively sophisticated city that had an engineering staff, a legal staff and a planning staff.

Mr. Germa: We saw the folly of our ways after we got the bills. You reconstructed the road but we had to supply storm drainage and lighting—and the cost of draining that area was prohibitive. I don't know whether it was equal to the cost of putting the surface on or not, but it was a prohibitive price because of the rocky terrain, the swamps and the quicksand.

These are the kinds of things I am talking about. Apparently in that reconstruction we were no match for you. Now, whether you knew about the problems or not, I don't know, but you certainly outshuffled us on that occasion.

An hon. member: Keep smiling.

Mr. Germa: You know, we spent \$400,000 to drain your roadway.

Mr. McNab: I would suggest that drainage of a roadway is part of the construction cost. This contract, incidentally, was under the supervision of the municipality of Sudbury—and this was at their request, the actual construction—and we paid the bills. We always considered that in the cost of constructing or reconstructing a highway drainage is one of the components which can be recognized in the overall cost of the project. This is Highway 69.

Mr. Germa: Yes.

Mr. McNab: Highway 17 east was in the same boat.

Mr. Germa: Yes, I think we did all right on 17 east but there is a terrible load on Highway 69.

I would like to bring up one more item that might be appropriate here, and that is these private roads. We still have private roads which we were forced to take over with

amalgamation 12 years ago; we still haven't resolved that. Even though people live on them there is no deeded right of way and we have been fooling around in the courts for years on several roads south of Lake Ramsey.

There must be private roads in these unorganized townships. What is your position on them? How do you propose to resolve this problem so we don't get into the same bind which we have been flogging for about 10 years in other areas?

Mr. McNab: What you are talking about, of course, are roads that just grew.

Mr. Germa: Like Topsy.

Mr. McNab: There is no survey of them and there is no title. This was brought up at our last meeting with the people from the municipality. What they are asking is for us to clean up—to assist them in cleaning up—the mess that was left there over the years when people were allowed to go in. This is something we are going to have to come to grips with; we'll have to have a survey made and the roads defined in some way.

Mr. Germa: This is the fear—

Mr. McNab: It is not easy.

Mr. Germa: —that I am trying to express. We are in your hands. You make the decision whether you will, say, pick up these private roads or you will not.

Mr. McNab: The problem there, of course, is to get them up to a standard where we can pick them up and approve them for subsidy; and even to define what we are picking up or what the municipality is picking up. This is something that is being considered—I don't like to use the word study; it is worn out—at the present time.

I think you will always have people who will not be satisfied with what is going on. I think by and large we can come up with something that will be satisfactory to the municipality. You will always get some chronic complainers. But they have some real problems up there that we recognize and I have committed myself to work with them. I think you will find, in speaking to some of the people who have been down, that we have shown pretty tangible indication of that to date.

Mr. Germa: So it is your intention to pick up these private roads?

Mr. McNab: Our intention to pick them up—these roads will probably end up not as King's highways, sir; they will end up in the municipalities. What we are saying is that we will work with them in untangling this mess, bringing them into their system and helping them financially to get them into shape and get proper title and deed to them.

Mr. Germa: I think helping financially is not the answer, I think it is the responsibility of this ministry. You can help us but to what degree—I mean financially? Sure, I appreciate the legal help you might consider but the financial obligation of gaining title to those roads could be a big sum. I don't know how many miles there are. Nobody knows that.

Mr. McNab: This is the same position we are in. It is dealing with some—

Hon. Mr. Carton: Intangible.

Mr. McNab: —intangible; we are trying to get a handle for it. The first thing we needed was an inventory of the roads system and even that was lagging in these municipalities. We had to get this and we didn't want any long protracted studies so I said, "Okay, take some people out of the district as well as somebody within the municipality, go out and make an inventory of the roads. Just drive over the things, make notations and total them up and see what we have."

Mr. Germa: Do you have any idea how many miles of private roads we now have under construction?

Mr. McNab: I couldn't tell you. Our people might have. What area are you talking about?

Mr. Germa: Within the regional municipality of Sudbury?

Mr. McNab: I think now that we will have that information.

Mr. Ward: Yes, we have; but we don't know right at the moment.

Mr. McNab: It's being assembled.

Mr. Ward: Yes, that's right; the local district is.

Hon. Mr. Carton: That's just in the regional area of Sudbury. There must be hundreds or thousands of miles of private roads—and when we think of the hon. member for Thunder Bay's riding—

Mr. McNab: Oh, there are thousands of miles.

Mr. Germa: It's a real mess in these unorganized townships. Even after you think you've got your list made up, somebody is going to bring to your attention one that you've missed, because there are roads that no one knows are there. They just grew through the bush, like Topsy.

Mr. McNab: And what purpose are they serving?

Mr. Germa: Usually there is someone who lives there and he trespasses on these private roads. Sometimes it's private property and sometimes it's Crown, but it's still a road. It was built by an individual or a group of individuals, and someone has established residence there.

Mr. McNab: There are a lot of cases I know where this has been a bush road or some special purpose road. Somebody will go in and squat on it.

Mr. Germa: That's right.

Mr. McNab: The company moves out and we're left with one or two tarpaper shacks, not in the Sudbury area, of course, but in other areas.

Mr. Germa: There are some of them there.

Mr. McNab: We end up with about 25 kids and two houses, and then we've got a road problem.

In answer, or as a further comment on Highway 69 south, and I thought this was correct, Sudbury requested oversized sewers to accommodate sidestreets and they paid for the oversizing, less 50 per cent normal subsidy. In other words, we paid for all the normal drainage that would accommodate Highway 69. They wanted to take this opportunity to drain their side streets. We oversized the sewers, and through the normal municipal subsidy they got 50 per cent of the cost.

Mr. Germa: What about the lighting?

Mr. McNab: Lighting would be something that is—

Mr. Stokes: It's a three-way deal.

Mr. McNab: Yes, but all municipalities are responsible for the illumination of their residential and business areas. We don't pay for urban lighting.

Mr. Germa: If I recall, this was a deal we made on amalgamation. It wasn't a standard construction subsidy job. It was a negotiated contract.

Mr. McNab: We don't pay for illumination in urban areas.

Mr. Germa: No, I realize that. We didn't know it was going to cost us \$200,000. We thought we were getting a free road. We got hit pretty hard.

Mr. McNab: You got a pretty good deal, I think.

Mr. Chairman: Have you completed, Mr. Germa?

Mr. Germa: Yes, that's all I have.

Mr. Chairman: Mr. Stokes.

Mr. Stokes: I want to get in on the signing. I've had considerable difficulty with regional people over the years.

I'm not saying they don't have a policy, but the policy seems to vary from one particular situation to another. Along Highway 11 and Highway 17 in particular, there are restrictions that there will be no obstacles or no signing up to 150 feet of the centre line. Now, that varies from one location to another depending on what somebody has ordained will be the distance for these particular signs.

Mr. McNab: You're talking about commercial signs?

Mr. Stokes: Yes. I'm talking of commercial signs. There was a tourist council that attempted for a number of years to get a sign at a junction at Nipigon of Highways 11 and 17. I had considerable correspondence with your people at the regional level. I sought assistance of the Ministry of Industry and Tourism and I was assured by them that recommendations would be made to your ministry to allow a whole tourist area to be able to advertise the scenic beauties of a particular area.

They were forced to put the sign, I think, about eight miles from the intersection. By the time people came to the intersection they had forgotten all about the sign and just drifted on by.

I think that we are now making some headway, but really it shouldn't be this way. When you get an area such as the Beardmore, Geraldton, Longlac area, where there are 12,000 people, a good many of whom owe their existence to the tourist industry—and they do have something to offer the tourists up there—and you have to spend months negotiating with regional people, justifying two signs really, one in each direction at a major intersection in northern Ontario, just

to advertise the physical attributes and the tourist potential of an area, it really turns people off. I know it really turns me off. I'm just wondering why it should be so difficult.

I realize you don't want a sign every 50 ft along the highway, such as exists in many areas in the United States, and I suppose maybe in some areas down here in southern Ontario. But, where you've got communities that are 50 miles apart and have relatively few signs—it is unblemished wilderness—yet we can't prevail upon this ministry to put up two signs advertising the recreational potential and the attributes of an area stretching all the way from Nipigon over to Hearst, it just seems to boggle the imagination as to—

Mr. McNab: Would I surprise you, sir, in saying I agree with you 100 per cent?

Mr. Stokes: Would you please tell your—

Mr. McNab: Yes, the message is getting out. We have, over the years, established a signing policy; and by and large it works fairly well, in my opinion, in heavily built-up areas. But, certainly I know the minister isn't satisfied, nor am I. We possibly—and this is an admission—have been a slave to standardization, which I think is wrong, and our policy now, as enunciated by head office—

Mr. Stokes: As of right now?

Mr. McNab: No, no, as of two or three months ago—is that the main criterion will be one of safety.

At some places people have requested signs, and have been quite adamant on it, in areas right close to a junction. I'm not talking eight miles away, but right at the junction. That is not safe. It distracts people's attention at the moment when it shouldn't.

Of course, the sign must always be in good taste, but we can't compromise with safety. This allows us all kinds of latitude insofar as the people requesting signs are concerned. I know one particular case, it is not in your area, but it is up in the far north.

Hon. Mr. Carton: The far north? Is there something north of him?

Mr. McNab: No, it is not north of him. They wanted this particular sign in a very bad place. It happened to be right in our patrol yard, right at a junction; and arrangements are being made to have it about 150 to 200 ft down the road. The policy now in signing up there is to recognize the particular needs of the north country, and safety is the criterion.

Hon. Mr. Carton: Mountains have been moved. I just approved a sign the other day for the Heritage Highway.

Mr. Stokes: Good, because your colleague the Minister for Industry and Tourism (Mr. Bennett) spent several weeks up there. I accompanied him for three days and—

Hon. Mr. Carton: Congratulations.

Mr. Stokes: —there wasn't a place that we stopped where this wasn't a problem. It was brought to his attention and he assured me he would be bringing it to the attention of officials in this ministry.

Hon. Mr. Carton: It had already been worked on before that.

Mr. Stokes: Before Claude even knew of a problem?

Mr. Maeck: You always have to be one jump ahead.

Mr. Stokes: The only other thing I want to talk about, and I don't want to accuse this ministry of being political, but it creates the impression when—

Mr. B. Newman: And the minister smiles.

Mr. Stokes: I am going to give you two specifics: Heron Bay is a little hamlet eight miles east of Marathon on Highway 17. There is an Indian reserve and what we call Heron Bay North, which is right up at the railway station. There are perhaps 400 or 500 people living there, and in all likelihood it will be the main entrance to Puckasaw National Park when all of the wrinkles are ironed out.

I have been trying for four years to get something more than a finger-board on the Trans-Canada Highway indicating to the travelling public that there are facilities down there, that there is access to Lake Superior at the present time—and they tell me that because of their criteria and their standards, they don't merit anything other than a fingerboard.

So at the district level I have been saying: "Well, I can draw your attention to other areas, under similar circumstances, where they have a highway sign advertising another little hamlet, the town of Rossport, which is as big as that table."

Mr. McNab: Fish derby.

Mr. Stokes: Right. In years gone by people in that area had considerable influence and

were able to get that sign, and it has been maintained ever since.

All I am saying is that when the people of Heron Bay jump in their cars and drive to Thunder Bay, they say, "Gee, isn't Rossport well signed? Why can't we get more than a finger-board?"

My point is that there is no standardization. Here we have one small community, which is a very attractive community and has a natural harbour—and at one time it did boast one of the best fish derbies in all of North America, but that has long since gone—that has a beautiful big sign. I don't deny them the right to that sign; I'm glad it's there. The only thing is, as I say, a town 70 miles down the road is asking for similar treatment, and there is no way it can get it.

Hon. Mr. Carton: But it can't be political.

Mr. Stokes: And there are far more Conservatives in Heron Bay than there are in Rossport.

Hon. Mr. Carton: It can't be political. I haven't heard of either one of them.

Mr. Stokes: It was done long before you were on the scene.

Hon. Mr. Carton: Oh well—

Mr. McNab: The thing happened—

Mr. Stokes: You know, how do I explain it to my constituents? That's the problem.

Hon. Mr. Carton: I appreciate that.

Mr. Stokes: We've got one community about every 50 miles up there; surely it is not going to hurt you that much to advertise the thing.

Hon. Mr. Carton: Right.

Mr. Stokes: Every little community likes to think that it has something that will attract tourists and leave a few dollars behind. If you can help them in any way, I think you should be doing it.

Mr. McNab: I would suggest, Mr. Minister, that as of now—

Hon. Mr. Carton: A few months ago—

Mr. McNab: —that is added to our policy.

Hon. Mr. Carton: Right.

Mr. Stokes: Thank you.

Mr. Chairman: Is vote 2202, item 2 carried?

Hon. Mr. Carton: Before it is carried, and I want it carried, I just want to set the record straight. I am sure that his colleagues will advise Mr. Bullbrook that the municipalities own the buses and lease them back to the operator. So that will answer Mr. Bullbrook's question.

Mr. Chairman: Item 2 carried? Carried. Item 3? Carried. Item 4?

Mr. Haggerty: Yes, hold it there. Where are you going, to a fire?

Mr. Chairman: Do you wish to speak on item 4?

Mr. Haggerty: Definitely. I don't know where else you can work it in here, but I have got study after study, and reports and papers, about the dialogue with citizens in the Niagara region about certain highways. For instance, what is the decision of the department on Highway 406?

Mr. Chairman: District administration?

Mr. Haggerty: Yes, this will come under the Hamilton district. There is no other place you can work it in. I have looked high and low in here.

Hon. Mr. Carton: Policy and research, vote 1?

Mr. Haggerty: The description refers to a number of support activities. I imagine this is included in support activities.

Hon. Mr. Carton: Construction services?

Mr. McNab: Yes.

Hon. Mr. Carton: Okay. Construction services.

Mr. Chairman: Vote 2203, sub 5.

Mr. Haggerty: Pardon?

Hon. Mr. Carton: Vote 2203, sub 5.

Mr. Chairman: Will you keep that in mind, Mr. Haggerty?

Mr. Haggerty: Vote 2203?

Hon. Mr. Carton: Vote 2203.

Mr. Chairman: Item 5, construction services.

Mr. McNab: Or it could have come under vote 1.

Mr. Chairman: Items 1 or 5. Is item 4 carried?

On item 5:

Mr. Stokes: In development roads, you are down from \$300,000 last year to \$200,000 this year, and you are down 50 per cent from the estimate in 1971-1972. What is the reason for that?

Mr. McNab: This is just the maintenance of development roads. This isn't construction.

Mr. Haggerty: I wonder if you could please wait for me to turn over the page. We can turn back again—

Mr. McNab: This is just the maintenance of them until such time—we assume a development road for the purpose of construction and after it has been constructed it goes back to the municipality—this would be townships, I imagine, here.

Mr. Ward: Yes, that's townships only, sir.

Hon. Mr. Carton: There are no county—

Mr. Ward: This is the vote for the maintenance for that period toward the end of construction until—

Mr. Stokes: It has nothing to do with roads in an unorganized area?

Mr. McNab: No, it hasn't.

Mr. Chairman: Is item 5 carried? On item 6.

Mr. Stokes: This is where I want to go. That's the one.

Mr. McNab: That's the maintenance.

Mr. Chairman: I thought we did all that under vote 2 or 1?

Mr. Haggerty: They are really giving you a big increase there, Jack.

Mr. Stokes: I don't know how many unorganized municipalities there are in northern Ontario, or in Ontario for that matter, but I seem to have more than my share of them. I have about 20 of them.

This is just one of the problems that face people in unorganized communities and I don't want to go through chapter and verse of what I have been saying on their behalf for a number of years; that I do feel they are discriminated against inasmuch as they do pay provincial taxes from many sources, the greatest of which I suppose is sales tax in which the cost on the consumer item is larger, therefore the tax is larger. Yet the Premier (Mr. Davis) has been telling me that

he and the Treasurer (Mr. White) are getting their heads together and they are trying to devise some kind of formula whereby they might assist people living in unorganized municipalities.

There isn't a fall goes by when I don't get letters from at least half a dozen unorganized communities asking if there can't be a different arrangement. In any place where they have a local roads board, sometimes it works reasonably well, but they don't get the level of services they think they should. They have to wait until your equipment has done all the rest of the work before it moves into places like Macdiarmid and Jellicoe, and places like that, to start plowing the small network of roads they have in these unorganized communities.

I think there is some justification for collecting a certain amount of the cost for maintenance of roads in unincorporated townships. I think, in total, right across the province, you have collected, either by way of local roads boards, statute labour boards or other groups, something like \$602,000. You put up \$2 for every \$1 that they—

Hon. Mr. Carton: That's on the local roads boards; the statute is dollar for dollar.

Mr. Stokes: Yes. I wonder why you can't just—I am not saying you should take the road over altogether, but obviously in many areas where there are Indian reserves and things of this nature where you really don't do anything, I wonder, since the province has indicated it is willing to provide more assistance to communities generally and, in particular, through the Indian community branch of the Ministry of Community and Social Services, is there any way that you could co-ordinate your winter maintenance programme so that you can give those people better service?

With the reorganization of school boards there is far more busing than there ever was before. In many of these communities I know that it's been next to impossible to get in there the morning after a storm to pick up school children unless they can make their way out to the main road.

I think the day is long since gone when you can continue to treat these people as second-class citizens for whatever reason. Maybe they're living in an unorganized community because their existence is based on the fact that maybe they are working for the Ministry of Transportation and Communications, or maybe with Ontario Hydro, or maybe with TransCanada Pipe Lines in an isolated area.

There is every justification for certain numbers of people to be living in unorganized communities, and I don't think I have to make that case. I think you will appreciate that people have to live in these communities for whatever reason—and if they didn't have to, they wouldn't be there.

All I'm saying is, I think that this is in connection with the commitment from the Premier and the provincial Treasurer that they are looking for ways and means of assisting unorganized communities at least to get a basic level of services.

Of course, I consider roads and transportation to be as basic as you can get. If you don't have access in and out for emergencies, for fire protection, or if somebody takes sick—if you don't have an all-weather road for transporting people—then they are going to be second-class citizens.

I'm not going to dwell on it. I would like some assurance that you are studying the thing and you will come up with a formula that will come much closer to meeting the needs than—

Hon. Mr. Carton: Mr. Stokes, as a matter of fact, just at the last Resources Development policy committee meeting under Mr. Lawrence, this whole question of the unincorporated townships in northern Ontario was the subject of much debate. So it is not only under study, it's in the decision-making process—in the wheels or in the fire, as the case may be.

Mr. Stokes, for your information, as of March 3, 1973, there were 183 local roads boards and 35 statute labour boards.

Mr. Stokes: One hundred and eighty-three local roads boards.

Hon. Mr. Carton: And 35 statute labour boards.

Mr. Stokes: You have indicated that you have studied the thing and you are in the process now of making recommendations and—

Hon. Mr. Carton: Not just this ministry, Mr. Stokes, it's the whole problem of representation—

Mr. Stokes: Agreed.

Hon. Mr. Carton: —of having a vehicle by which the unincorporated townships can make representations to government relating to all the facts that you just mentioned a moment ago.

Mr. Stokes: Good. Thank you very much.

Mr. Chairman: Mr. Stokes, have you completed?

Mr. Stokes: Yes.

Mr. Chairman: Item 6 carried? Carried. Item 7, municipal maintenance.

Did someone wish to speak on this item?

Mr. Haggerty: Yes, hold it there—are you going to a fire?

An hon. member: It's only \$96 million.

Mr. Chairman: Mr. Haggerty?

Mr. Haggerty: Yes. There has been an increase of what—about \$8 million I guess it would be, would it?

An hon. member: It's already been spent.

Mr. Haggerty: It's already been spent, yes. I'm glad to see the original increase has come through under that. I think the message has been getting through to the ministry that there is a need for additional assistance to municipalities for upgrading their road systems locally. I am sure he has had a number of letters in the past requesting further assistance. I know of some instances in which they have moved into regional government, combining two or three municipalities together, where the road subsidy has not increased in proportion to the size of the municipality.

This has caused perhaps some hardship to certain municipalities. Particularly, I was thinking of certain areas—I suppose you could class almost all of Ontario—where winter maintenance is quite an expensive item for municipalities. I think of one particular area, Fonthill. I have written a letter to the minister on it and I received a letter on it from him on Jan. 14, 1973. Due to certain geographical factors, Fonthill is almost like a mountain in the Niagara Peninsula. It causes some problems in the winter time when certain ice conditions are formed on some of these roads. There are the extra costs of adding salt and sand to provide safety in a municipality and reduce the number of accidents.

They thought that there should be an additional increase to do this type of maintenance. I know there was a request to the minister on that. I hope with this increase of some tens of millions of dollars here that this would mean that a little of it would be thrown their way. Has the minister any comments on it? Is he going to give certain municipalities extra assistance for winter control?

Again, I suppose I can bring in the municipality of the town of Fort Erie. If you look at the maps of Lake Erie and the municipalities bordering it, it almost juts out into the middle of Lake Erie and is in a known snow belt along that basin. You can go back in five or six miles or maybe eight miles from the Lake Erie shoreline and there is no snow whatever, but certain areas run into a snow belt. I think this is where perhaps additional winter maintenance assistance should be applied.

Hon. Mr. Carton: Perhaps Mr. Ward can enlarge upon my information on this matter. It comes in under maintenance. In certain winters you have rather severe conditions. At one time—I think it was probably two years ago—there was an additional \$6 million put into the subsidies. Basically, it is resolved in the matter of winter maintenance right across all the municipalities, utilizing to the best of our ability that figure you see in front of you.

Mr. Haggerty: I guess in total it is about \$12 million. If I interpret this right, there will be additional assistance given to municipalities. Particularly if you look at the past, where we have gone into the county school boards and we have been busing school children around through the municipalities, it has caused extra care and maintenance of the roads. Some of these roads were not built for heavy vehicles like buses. No additional subsidy has been given to municipalities to maintain these roads. If you are going to run school buses there, then the roads must be kept in good maintenance so no accident can happen on them.

Hon. Mr. Carton: I think, as you have pointed out, the increase is rather significant. Mr. Ward, would you like to enlarge on it insofar as winter maintenance goes?

Mr. Ward: The allotment, as you said, sir, is given on a basis of their requirements for the year. We don't allot separately for winter and summer. They establish their priorities on the basis of spending, but from our point of view the amount given is for their total maintenance requirements for the year. Granted, due to the constraints, it is maybe not adequate but we don't segregate winter and summer in the allotment.

Mr. Haggerty: It is pretty hard for a municipality, when they prepare their budget, to say just how much money they are going to be spending on road maintenance. If you go through quite a bit of heavy snowfall in, say, the month of January or February, it can

almost wipe out that budget they allowed for maintenance. It can all go for snowplowing and winter maintenance. This is why I am suggesting that perhaps there should be further consideration given to providing additional assistance to certain municipalities that are in a snow belt, for example.

You can go down to St. Catharines and you can drive there almost any time without too much of a problem, but then you get out to the city of Niagara Falls, where you have that mist coming up from the Falls. I can remember the county of Welland always used to say, "How come you are spending so much money here for winter maintenance and controls in this particular area?" They could spend \$15,000 or \$20,000 just for sand on one little stretch of road. You thought they'd fill in the gorge out there with the amount of sand they were using? But again, if you are in that area with that mist coming up, it settles on to the roads and you can be running on ice all the time. I think there should be consideration given to certain municipalities for this extra cost of maintaining the roads, for safety reasons alone.

Mr. Ward: We have found that historically, in the case of maintenance spending as against capital, it is a fairly constant figure. I'm not saying constant in a sense of increased cost to do it, but it is fairly constant, it doesn't vary a great deal from year to year on the basis of the individual municipality. On average, a municipality that has a heavy snow problem has had it for some time in the past, and we hope anyway that there is a reasonable equity built into what we are giving the individual ones on an historic basis, because it does come into the mix.

Mr. Haggerty: I think one can understand the problem of local municipalities in that there hasn't been any substantial increase given to local municipalities to increase their roads expenditure. They've been pretty well confined to a certain expenditure, and it is pretty hard for them to increase that general maintenance cost because it is subject to the approval of the ministry here.

One is well aware of the substantial increases in some municipalities for wages alone, to see that the employees are kept abreast of other salary increases throughout Ontario. This again cuts into the budget of the local municipality. By the time they pay for the increase in salaries and buying replacement equipment, and so on, there is very little money left to maintain the roads. I think they are into a bind here and that

the ministry is going to have to come in and really take a good hard look at giving them additional assistance. In certain areas it certainly is required. One is the town of Pelham and the other is the town of Fort Erie.

Mr. McNab: You can't say that there hasn't been anything extra given over the years. In total, ordinary in-capital, in 1962-1963 it was \$76 million; in 1972-1973 it is \$230 million.

Hon. Mr. Carton: Three times as much in 10 years.

Mr. Haggerty: Well how come you only have, in your estimates here, \$84 million and then you go up to \$96 million, which is an increase of \$12 million this year? Where do you get yet \$230 million?

Mr. McNab: You want to take ordinary—

Mr. Haggerty: Yes, well, let's stick with this estimate.

Mr. McNab: You want to take ordinary—

Mr. Haggerty: That wouldn't cover the increase in wages, the \$12 million.

Mr. McNab: Just a minute. Maintenance was \$29 million in 1962-1963 and in 1972-1973 it is \$84.5 million.

Hon. Mr. Carton: Three times as much again.

Mr. Haggerty: Yes, but wages have gone up that much too, you know.

Hon. Mr. Carton: Three times?

Mr. Haggerty: You want to believe it in some cases, I'll tell you. Yes, I know of this.

Mr. McNab: In 10 years?

Mr. Haggerty: All you have to do is go back and look at the expenditure in here for the increase in the minister's civil service staff. You can see the increase.

Mr. B. Newman: Is that the Camp report you are looking at?

Mr. Haggerty: No, but you can see it. You know yourself the increase—

Mr. McNab: Oh, I know the increases, sir, but I think you did mention, in all fairness, that there hadn't been any increase. It's gone from \$29 million to \$84 million—

Mr. Haggerty: But you can use that same factor in school and hospital expenditures too, so it is a general trend.

Mr. McNab: It's a little different, sir. There have been very few extra miles of township roads added in 10 years; very few. When you start talking about schools and hospitals and what not, that is related to the population.

Mr. Haggerty: Yes, but we were talking about school busing and that didn't come into effect until 1968 and we got the impact of it in 1971 or 1972. I mean the cost of maintaining these roads after the school buses have been travelling over them. In some cases they don't have enough money to put even a partial hardtop surface on it. They are just gravel roads. A bus can go through there in the spring of the year and the next day you can come back and dump a load of stone on it. There is an extra cost there by putting the school buses on these roads and I think the municipalities should be given some additional assistance for it.

As I said, there are certain areas that are in a snow-belt area and I think there should be further consideration given to a municipality on that basis alone. Surely, they have this extra maintenance on winter control alone? I have sat on local councils and I know that practically all your budget can be eaten up in one month of winter control. You come around to the spring of the year and the summer of the year, hopeful that you are going to do some road rebuilding, but you find there isn't any money left. It is all eaten up in winter maintenance.

Mr. Chairman: Have you completed, Mr. Haggerty?

Mr. Haggerty: I feel I am not going to get too far with the deputy minister.

Mr. E. W. Martel (Sudbury East): He's inflexible.

Interjections by hon. members.

Mr. Haggerty: I think I had better go to the minister, by letter, I guess, and then perhaps we would be getting something this winter for the municipalities. I suggest that is fair warning to him.

Mr. Chairman: Mr. Newman.

Mr. B. Newman: Mr. Chairman, I wanted to ask of the minister if, under municipal maintenance, the department gives consideration to border towns where the influx of traffic is very heavy from another jurisdiction. As a result there can be added costs involved in that town which are not generated by the community itself.

I know you may say they spend money in the community. That is not necessarily true because our American friends when they come in in the summer months used to come in with a full tank of gas, with a case of beer in the car and all of the food; they simply used our roads, both municipal and—

Mr. Haggerty: Now they are coming here with two tanks, both of them empty.

Mr. B. Newman: Is there any consideration to recognizing that at all?

Hon. Mr. Carton: No. I think you could draw a parallel situation, not with tourist traffic, but I think you could draw a parallel situation in other ways with any community in the province, quite candidly.

Mr. Ruston: No.

Mr. B. Newman: But there probably wouldn't be the same numbers as flow into a border town. You would have by far—what is it?—I think some six million visitors that—

Mr. Ruston: It is the largest point of entry into Canada anyway, Mr. Minister.

Mr. B. Newman: Eight million visitors entered Windsor alone last year or the year in which the Col. Talbot Parkway study was under way, and they used those figures. Don't you think, Mr. Minister, that alone should make you at least consider—and seriously consider—some additional assistance to a community which has that additional burden?

For example, the Windsor raceway being open in the city generates an awful lot of traffic from Detroit. Were they all to follow a given path going to the raceway it would be a different story but they don't necessarily all do that. You'll say they stop and step into our hotels and so forth. That really isn't so because the fellow who comes to the raceway is more or less interested in seeing whether Blue Nose comes in or doesn't come in. He is interested in getting there as quickly as he possibly can and then leaving.

Mr. Maeck: Leaving us a couple of hundred dollars at the racetrack, though.

Mr. B. Newman: But that money doesn't come into the community. That money goes into the racing authority which is owned by Montreal interests. Mind you, it provides jobs in the community which are appreciated, but there are two sides to the coin, too. There's a social aspect of the whole thing that, in some instances, is not appreciated by people who are receiving governmental benefits.

I'm only wondering, Mr. Minister, and hoping that you would take that into consideration. I think a case can be made for additional assistance in Windsor, in Sarnia, in Niagara Falls—for these border entry points and any other entry point where you do have substantial numbers of non-residents coming in.

Another point that I wanted to bring up is in the moneys allocated for maintenance. You are aware that a municipality will have its programme set up possibly a year in advance and sort of estimated for the year in which they're required to do the maintenance. It's practically the same every year, or if it isn't the same, it's reasonably the same.

Did the ministry take into consideration the tremendous increase in costs of materials over this past year? I understand gravel in some areas quintupled in price. You can see that if a municipality has to purchase these supplies for maintaining the roads, then it's going to have to curtail the amount of maintenance that it is going to do or it will run out of money. Are you considering the inflationary factors in the allocation of funds?

Hon. Mr. Carton: That would be reflected, I presume, in the \$12.2 million increase—that's one of the factors.

Mr. B. Newman: Yes, it may be in there. But when I look back at your two estimates, 1971-1972, 1972-1973, you see, I don't see that in there. But then again, I'll have to accept your argument that the increases in costs have been just recent and not prior to this period of time. But I think you're possibly going to have to write in, or have provision for supplementary funds to a municipality as the result of the inflationary factors.

The other question I wanted to ask is about the purchase of salt by a municipality. It generally goes out for tender. Last year substantial amounts of salt were shipped in from Romania at a cheaper price than it could be purchased locally. Is the ministry considering some type of recommendation to municipalities that they should be purchasing Canadian salt if the differential between the two prices is within a certain financial range?

Hon. Mr. Carton: As you mentioned, this was brought up last year and it's done by low tenders. In some cases, the tender was put in by a local company whose source of supply was Romania. We go on a low-tender basis and to my knowledge there has been no change in government policy—and that is

what it would have to be. There is a differential.

Mr. B. Newman: I can understand you making a comment like that, but your cabinet colleague in the Ministry of Industry and Tourism is interested in promoting local industry. At the same time, you're not interested in seeing that the local product is used.

Hon. Mr. Carton: I can understand your interest—our source of supply is from Windsor.

Mr. B. Newman: The whole belt from Windsor up to Goderich has salt mines.

Mr. McNab: I've been advised by Mr. Adcock, sir, that this year there has been no salt imported from Europe.

Mr. B. Newman: This year?

Mr. McNab: Yes.

Mr. B. Newman: In other words Romanian salt is being used to make bacon over there?

Mr. McNab: It may be their prices have probably gone up and they can't be competitive. The answer to this, of course, is to be competitive.

Mr. B. Newman: But to prevent a future attempt on the part of other countries to get into the Canadian market, would there not be some advantage in having a—

Hon. Mr. Carton: This, as I mentioned a moment ago, would be government policy—and I'll make a note of it.

Mr. B. Newman: Then, the last thing I wanted to ask of the minister is what legal obligations are there to a community where they put bump strips on municipal roads as a method of slowing down traffic? If an individual driving in his own car lost control of it as a result of not noticing the bump strip or not knowing about the thing, would the municipality be liable there? This had been brought up in city council and the city solicitor hesitated to recommend such a method of controlling speed of traffic in a municipality.

Hon. Mr. Carton: This is a \$25,000 legal question that the minister is not going to get involved in.

Mr. B. Newman: Well, does the ministry use that method of slowing down traffic?

Hon. Mr. Carton: No. As a matter of fact, I think perhaps someone does. I just know it by way of reference. There was a private bill passed—

Mr. Ruston: Yes, the city of Toronto.

Hon. Mr. Carton: —through the private bills committee, relative to the city of Toronto's request for legislation.

Mr. Ruston: It was turned down, if I remember correctly.

Hon. Mr. Carton: I believe it was not turned down. That's why it came to me.

Mr. B. Newman: Did you permit it to go through, Mr. Minister?

Hon. Mr. Carton: I don't stop or permit. It was a private bill.

Mr. B. Newman: But did you make a recommendation to the private bills committee that it not accept that?

Hon. Mr. Carton: I think there was a recommendation made, and I would rather not comment on it.

Mr. Haggerty: Its evidence is on the Gardiner Expressway.

Mr. B. Newman: Mr. Minister, we can't even get into a conversation here. You are either non-committal or you say "no" to me all the time.

Hon. Mr. Carton: But they are gentle noes.

Mr. B. Newman: Maybe I will get you on a yes later on.

Mr. Chairman: Perhaps the member could determine what happened to that private bill.

Mr. Haggerty: But it has a great effect, though, has it not?

Hon. Mr. Carton: That is the other side of the coin.

Mr. Haggerty: We have had problems in setting out the county roads in Welland. We have a number of problems with certain intersections where there have been quite a few accidents. You can put up big stop signs and lights at them and everything else, but putting those ridges across the road really slowed them up.

Hon. Mr. Carton: Mr. Eadie, would you like to comment on this?

Mr. Chairman: Mr. Eadie.

Mr. Eadie: I think there are two different things that you are talking about here. We do use what you are referring to as rumble strips. This is just a very light covering of

stone chips, where you approach the intersection interspace.

Mr. Haggerty: Yes, it slows you.

Mr. Eadie: I think the other question is actually a built-in bump in the road—

Mr. McNab: Across the road.

Mr. Eadie: —across the road, that really forces you to slow down. There are two different things here.

Mr. B. Newman: It is used in some of the cities in the States if I'm not mistaken, and likewise in Australia.

Mr. McNab: In Mexico.

Mr. Maeck: It is used in Las Vegas but only in the entrances to hotels, and not right down the street.

An hon. member: That is to check if you have money in your side pockets. It will jingle.

Mr. B. Newman: Okay, thanks, Mr. Chairman.

Mr. Chairman: Mr. Hodgson.

Mr. R. G. Hodgson (Victoria-Haliburton): Mr. Minister, I would like to support my colleague from Welland—

Mr. Haggerty: Welland South.

Mr. R. G. Hodgson: —Welland South, with regard to the 15 per cent increase in the maintenance for municipalities. First of all, I think that there were some conditions in existence back some years ago that are no longer very much in existence. One of them had to be the fact that the Department of Highways was taking over a lot of municipal roads for a period of years, which no longer really applies. The municipalities are gaining in mileage in many instances.

You also have the other situation which my colleague mentioned about the consolidation of the schools and the requirements of this. It not only applies in winter maintenance but it also applies in summer, maintenance being of a higher standard because washouts have to be kept to a minimum and all these things.

It is true that 15 per cent perhaps does cover the inflationary factor, but if you go back even to what your figures are here, you will see that that 15 per cent is badly eaten up with the ordinary inflationary factor of five per cent plus annually. When you talk about wages, we have already had increases

in minimum wages which cover quite a bit of certain maintenance staff of our municipalities. You also have the other situation, which I think is very much present. If you take a look at the municipal staffs that are now unionized and under union contracts, you will find the increases applicable to that quite dramatic, I think, compared to 10 years ago or even two or three years ago.

I think the other thing that is not really recognized here to a great degree is the fact that when we talk about inflation we also talk about government requirements, which must be a great part of inflation in terms of basic costs, and not so much about general inflation. You have pension schemes, hospital insurance and a whole host of things that have pushed ordinary overhead from around 10 per cent to 12 per cent 10 years ago to 25 per cent to 27 per cent today in terms of actual wages and salaries.

So, in my opinion, if you brought it up to 30 per cent you would be bringing it up to a realistic figure, not the 15 per cent that you have increased it to. I would point out to you, as I and some of my colleagues in our party have on other occasions, that we do not consider this really sufficient. Even though you and the government have been generous this year in this regard, it doesn't mean we are catching up on the backlog; it doesn't mean we are going to catch up on the future requirements.

I would suggest to you that next year you bring to attention of Management Board that this figure is just not sufficient for proper road standards and things required for another year. Unless it is increased, and it has to be increased fairly dramatically again, it is not going to keep pace.

To me, Mr. Minister, you are imposing a burden. While it is true we've had mechanization, which has allowed one workman to do tremendously more maintenance, you also have to realize the tremendous increase in the price of that maintenance equipment.

You say you've increased it three times, but if you take a look at a little old ordinary gravel truck, for instance, the gravel truck you are talking about today costs in the area of \$18,000 to \$20,000, while 10 years ago you could buy a pretty good one for about \$6,800—and it was doing the same job. You say that your equipment is up three times; it is true that you advance, but the requirements also have advanced, and I just feel there is still a gap of about 15 per cent.

I would plead with you to take it up with Management Board. And if you want to use

my name as the one who is suggesting it, do so again, because if they don't pay too much more attention to me it will be interesting to see what reaction you get. I'm not alone and I assure you that there is a tremendous number of people in our party and in the other parties in the House who do welcome what you've been able to achieve here; but we bring to your attention that next year is another ball-game and you'll have had another round of inflation and another round of government requirements for costs.

It seems to me that we are also going to have to ask the government to recognize this fact. It's urgent, and I think it is of much concern to most municipalities in my riding. I have 31, and every one of them has explained to me that your department does an excellent job in telling them, "Keep it down there, boy". I assure you your people do an excellent job in trying to keep it under control—and perhaps it is well that you do that—but there is a need, and I say the need is about 15 per cent greater than these funds are reflecting today.

Hon. Mr. Carton: Thank you, Mr. Hodgson. We appreciate that.

Mr. Chairman: Mr. Ruston.

Mr. Ruston: Yes, Mr. Chairman, on municipal maintenance. Last night I was interested to hear the hon. member for Scarborough Centre talk about the city of Toronto fixing roads that did not need fixing; we knew of a number of roads that were being rebuilt and paved that had nothing wrong with them. At the same time, I find that many areas of Ontario have had to cut back on some of their work due to your restraints on their budgets.

Mr. Chairman: Mr. Ruston, the minister reminds me that is construction.

Mr. Ruston: Municipal maintenance.

Mr. Chairman: No, that is—

Mr. Ruston: Municipal construction?

Mr. Chairman: —reconstruction.

Hon. Mr. Carton: Vote 2203, item 4.

Mr. Ruston: We will go to municipal maintenance anyway.

In my own area we have had some highways turned back to the county, and, while they were provincial highways, representation was made to have some flashing lights or something put on some of the bad corners—or other lights. I find since they have turned

them back to the county, the department has now given approval to put in some of these flashing lights and so forth, whereas when they were owned by the province it would not. It almost makes one wonder if the only reason they didn't put them in was because they didn't want to pay the 100 per cent; they are now paying 50 per cent as subsidy to the county.

It sometimes verifies the terrible thought that some people have that you have to have so many people's lives lost at a corner before the department takes any action. I don't necessarily agree with that principle, but an awful lot of people do. When you see a county putting in lights at some of these busy intersections since they have taken over the roads, and where the department would not put them in previously, you have not much alternative but to believe that this is, maybe, a bit of your principle. Once again I want to say—I shudder to think it is and I don't think it is—it appears that way. Sometimes the old saying applies that it is appearance that counts, and I am worried about this particular method.

Another thing regarding these highways, county roads—and we have a number of them in Essex county—which have been turned back to the county. The roads were not put in any type of satisfactory condition before they were turned back. I think the previous minister, when the county road committee came down to talk to him didn't look at the roads at all and took the word of one or two of his assistants that the road was in good shape. Having lived there for a number of years, travelling over some of these roads continually, day in and day out, one doesn't accept that whatsoever.

I see now that the county has taken them over it is fixing some of them up by widening the shoulders, which was never done on Highway 98. Very little was ever done while the province had it; for 45 to 50 years they maintained it in only very limited areas. When there was a new municipal drain or something going in the province would approve moving the drain off the road so it increased the shoulder. I see the county of Essex is doing some of this, but there again it is very restricted.

It seems to me that when you are turning roads back to a county, if you are not going to put them in a first-rate condition before you turn them back, you should at least assist the county with a larger subsidy for the first five years while the county is taking that road over and rebuilding it to even county standards. I think the people in the

county could accept this arrangement for getting back a road.

We have to agree to some extent. We have about four east-west roads in a peninsula, and again probably we had to have them turned back if you have a policy that you can have so many provincial highways in an area.

Maybe we accept that to a degree, but we think if you are going to do this you should allow a graduated scale of subsidies on those roads, for perhaps a five-year period. In other words, if you had agreed with the county that, for the first two years maybe you will pay 90 per cent of the maintenance of that road, and for the next two years maybe 75 per cent and any new work being done on them, and graduated that down so the county assumes the regular amount; I think you would certainly have a lot better feeling in the area on it. We just can't swallow, really, the way it has been done, especially when you get 60 miles in one year. It is an awful burden.

The same thing happened in the city of Windsor when the city of Windsor annexed the surrounding townships. It assumed many of the roads which were previously provincial highways through the township. You had a lot of expense taken off your shoulders by the annexation of the city of Windsor, which happened about seven or eight years ago and involved turning back these roads.

Would you had done it on a graduated scale! I mean, reason is reason, and most people are reasonable. I really can't understand the thinking of the province in this respect. Of course you can always take the attitude, as the member for Windsor-Walkerville mentioned, that since we are a gateway city—and it is the largest port of entry of any place in Canada—naturally the traffic feeding through a lot of the roads is much greater than in other areas. Although we realize we have Highway 401, many of the local roads are used to feed down to other counties where people are going into the lake area settlements.

This is just one thing, Mr. Minister. I have mentioned it to some extent before, but you just haven't been at all fair, I don't think, especially where the roads were in poor condition when they were turned back to the county and they have had to assume the full share of any maintenance on them.

We find, in the winter time especially, that the county just isn't equipped and can't, with its budget limitation, give the kind of service that some of these roads need. In icy

conditions and snowy conditions we find that the county snowplows and sanding machines run many hours behind what the department did when it had control of the roads, because it was much better equipped, and of course had the finances to carry it out.

I don't know if the minister has any comment. This is maybe water under the bridge, but it is still work the county has to do; and I am concerned that there has never been any consideration given to special grants or special subsidies for these types of operations. I think, Mr. Minister, that if you would stop and think about that when you are turning roads back, and you are doing it in some of the regional municipalities, if you were to do it on a phase programme it wouldn't cost you that much in your total budget, but you would certainly have a lot better feeling from the people in the area, and the local officials who have to accept it.

Hon. Mr. Carton: Your argument makes sense to me. Perhaps there were some extenuating circumstances in the road that you are talking about. Perhaps there was a series of roads, and perhaps they never should have been in the King's highway system. Perhaps they should always have been county roads. But I can't argue with your logic. Perhaps one of the ministry officials could comment—

Mr. Ruston: Well, I can assure you that they were the only King's highways there were. I am thinking of one, Highway 98, going back to the highway systems years ago—you know, this business of who used to maintain them and so forth; and every four years if the government changed, a new maintenance man looked after four miles—it went back that far. A fellow still living in the area told me he looked after one of the areas from 1919, when the UFO were elected, and then he lost it in 1923 because I think the Conservatives took over. So, it has been a provincial highway for a long time, I can assure you.

Hon. Mr. Carton: The sins of the Thirties.

Mr. Chairman: Order. We have no intention of going into the Mitch days.

Mr. Ruston: That was before his day, Mr. Chairman, a long time before his day.

Mr. Chairman: Have you completed?

Mr. Ruston: Well, I don't know if the minister wants to comment further on it. I didn't want to interrupt him.

Hon. Mr. Carton: I think the deputy even worked on those roads in his younger days.

Mr. Ruston: He probably did.

Mr. McNab: Well, not in the 1800's; it was during the 1900's I was on them!

Mr. Ruston: Even before that—the old Highway 2.

Mr. Chairman: Mr. Spence?

Mr. J. P. Spence (Kent): Mr. Chairman, I would like to discuss the points of entry in the area of Windsor. In southwestern Ontario we have Highway 401, which is certainly needed in this province and it certainly brings in a lot of traffic from the United States—but we have two other highways, No. 2 and No. 3.

Of course I think we have brought this up before, most of the tourists use Highway 401. We feel in southwestern Ontario that 401 kind of encourages tourists to go right through and bypass southern Ontario.

Now Highway 2 and Highway 3 are very fine provincial highways and are very scenic. I wonder if there has been any consideration given by the minister to something that would lure more of the Windsor region traffic into using these two other highways, which provide very scenic sights. I for one would like to see more traffic on highways 2 and 3, because there are a lot of gas stations and there are a lot of restaurants which have felt the blow of 401.

Mr. Chairman: Mr. Spence, I'd like you to continue; but I was waiting for you to get into municipal maintenance—which we are on.

Mr. Spence: Well, I'm probably out of order, I'm sorry. I will hold it over.

Mr. Chairman: Item 7.

Mr. Martel: Mr. Chairman—

Hon. Mr. Carton: Excuse me, on that point—even though it may or may not have been in this vote—the Heritage Highway signing system I mentioned a few moments ago is one inducement to get the tourists to travel Highway No. 2.

Mr. Spence: Good.

Hon. Mr. Carton: And there will be signs, "Heritage Highway," all along that highway which, if I were a tourist, I would be attracted to.

Mr. Spence: That's right. I appreciate hearing that, Mr. Minister.

Hon. Mr. Carton: Those signs will be—well shortly; we have the designs already.

Mr. Spence: I find that very encouraging. You are the first minister who has given us any encouragement at all for the last few years.

Mr. Chairman: Mr. Spence, I must say—

Mr. Ruston: Aren't you glad, Mr. Chairman, you let him go ahead?

Mr. Spence: Even if I was out of order?

Mr. Chairman: That was why I put you in order.

An hon. member: That's right.

Mr. Chairman: Mr. Martel.

Hon. Mr. Carton: Now the bad news.

Mr. Martel: Yes, right. You've got all the laudatory phrases that are forthcoming with the last speaker.

I've never been able to understand this ministry with respect to northern Ontario, needless to say, no more than I've been able to understand its funding for roads in unincorporated townships—and before you have a bird, Mr. Chairman, I see you looking already—nor with respect to townships which are organized and under municipal jurisdiction. Is that right on the topic, Mr. Chairman?

Mr. Chairman: Municipal maintenance.

Mr. Martel: I thought I would throw the other in just to see if you would react—and you did, very quickly.

Mr. J. F. Foulds (Port Arthur): Thought you might be dozing this late in the afternoon, Mr. Chairman.

Mr. Martel: I figure I might get something in, but you are wide awake.

As you know, in northern Ontario there are many large townships which are organized but which really obtain their services from one small municipality. I can think of Casimir, Mason and Crosby and Delamere, for which, for example, Noelville serves as a focal point for three large townships with many miles of road. Or St. Charles, which has two or three townships with many, many miles of road. And this goes on across much of northern Ontario. The funding to those is not only inadequate, it's not even consistent.

I've never been able to get my finger on the pulse of why in certain townships you give 75 per cent and in another township

you might only give 70 per cent in subsidy. It just seems to me that it's high time there was some consistency and sufficient funding.

I realize you have problems with the numbers game; but we have to start to take a pretty realistic look at the numbers of miles of road that these people have. It is through no choice of their own in many instances. It was because Natural Resources was selling off land in the past—then the people ultimately passed it on to someone else and it got divided down the line. But in many of these small municipalities you have school buses going down many miles of road that are in just atrocious shape.

Mr. McNab: Well, on one point I would like to assure you, that is on the graded subsidy in—we call them hardship cases—the basic subsidy being 50 per cent and it can go up to as high as 80 per cent. This is based on a set formula—it is not a hit-or-miss thing—that is open to scrutiny. It's difficult for a neighbouring township to swallow because the way they see it, from their view, without an overview. I am not saying anything in relation to your remarks on the amount of money we have available. I am not trying to defend that.

Mr. Martel: No.

Mr. McNab: But on the apportionment of percentage, we would be quite happy to show you how this is done. We asked townships to come in, look at how their formula was arrived at in relationship to others, and while they never go out satisfied, they can see they can't argue against it. There are the figures and they can't show us where we are wrong. Now what they are really pointing out is they want more money.

Mr. Martel: That's right. Well, they are caught, you know. Some of them are caught with the most inferior roads.

I put a letter on tape yesterday to the minister—and it is hard for me or the minister himself to get involved because it's an organized municipality. Yet here you have the one industrial site in the municipality and the road that it's on is probably the poorest road in the municipality, yet it is probably the highest revenue source for the municipality and all of the people along that road in fact are using one lane.

It is difficult to get involved; one has to inject himself into a municipal decision, which is hard for any of us to do. But at the same time when you look at many of these roads and you consider that there are bus loads of

kiddies going over these roads—and many of them are really cow trails, really you know. They're of very, very inferior quality, not wide enough; it presents a real concern.

How do we at the provincial level say to the municipalities: "Look, you have got to upgrade that road; there are 30 families on it and a couple of school buses use it and the parents are concerned"? Because the municipality says to us: "We only have so much money to work with. We have to allocate it as best we see fit." And yet you have got those parents whose kiddies are on buses for long hours.

That's another thing. Many of the kiddies are on those school buses—kids of seven, eight and nine—for 45 minutes in the morning and 45 minutes after school. By golly, it's a long day for those kids, getting up at 7 at seven and eight years old, and standing outside until the school bus comes and then having to go on a tour of the rest of the back roads as the buses bring them into school and then when they get back home at night, it's 5 or 5:15. It is a long day, and I just think the only answer to that is improving the network of roads by increasing the subsidies.

I realize there's a limit on money; but by golly some of those back roads! You know the minister has indicated to me on a number of occasions he was coming to the north and we were supposed to make some tours, and—

Hon. Mr. Carton: I was there yesterday morning. I didn't see you.

Mr. Martel: I am most anxious that he come and I will take him down some of those roads and show him the problems that are real; and the bind, of course, is that there isn't enough to pay for it. But those problems are every bit as real and every bit as pressing as the necessity to install a medium speed transit system for Toronto and for Hamilton and for Ottawa.

Hon. Mr. Carton: Or to four-lane Sudbury to the Soo.

Mr. Martel: That's right. The problems are pressing for those people in those back communities and—

Mr. Haggerty: Or from Barrie to Sudbury.

Mr. Martel: I am sure the member for Parry Sound has this problem over and over and over again. We are moving many, many school kids great distances on poor roads and at the same time many of those people who live in those communities travel many miles

to get to work. I am talking about St. Charles. We are talking about 35 miles a day each way to work—we are talking 70 miles a day. Some of it is on paved roads, some of it isn't. But I want to tell you because of the deterioration of a car on some of those washboard roads, the costs for people who commute daily to work are very much higher in terms of repairs to their automobiles to keep them intact.

It seems to me in that area—on municipal maintenance and the roads in the unincorporated townships in northern Ontario—the ministry must start to take a realistic look at it.

Mr. McNab: A question, sir, if I may. Are you talking about the percentage subsidy or the total amount of money that we can make available?

Mr. Martel: The total amount of money.

Mr. McNab: Can they meet their portion?

Mr. Martel: No, they can't.

Mr. McNab: They can't meet their percentages.

Mr. Martel: That's right. They just don't have enough bucks. You get a small town like St. Charles. I think it has 1,500 people who are responsible for maybe 40 miles of unsurfaced road. You are talking about Noelville, Cosby, Mason and Martland—about which the minister was very helpful this past year and I appreciate that—which had, I believe, 51 miles. How does a municipality, with 800 people in the actual municipality and drawing on the rest of the farming communities ever meet its portion to bring roads up at least to a standard where you can then maintain them adequately?

There is a huge backlog that involves the unorganized municipalities because up there there are so many of them.

One moment you are on a road in an organized set of townships, and then for the next three miles it is unorganized, and then you are back into organized. The problems are very acute. I urged the Ministry of Treasury, Economics and Intergovernmental Affairs, when we brought in regional government in Sudbury, to take on the French River, to include in the plans for going from North Bay to Sturgeon Falls, the ability to go to the French River from the other way, so that in fact we can improve the network. What the government is creating is a ghetto in the middle.

There will be local involvement; direct local road board-provincial government in-

volvement, and it is just a hodge-podge. Nothing gets resolved and there are going to be greater pressures as we see this belt develop, but the problem prevails right across the north.

You are going to have the problem that the pressures are going to be greater in those areas as people move out of organized townships to the unorganized. Then you people have to start funding two to one.

It has developed in such a chaotic fashion in the past, without any planning. This government has been at the helm for 30 years and has not really curbed that type of development and it is responsible; it is responsible now to ensure there is an adequate network of roads to improve the quality of life for those people and to reduce some of the hazards that many hundreds of people are faced with in northern Ontario.

I go back to the roads in unincorporated townships—\$1,700,000. You must have 5,000 miles. That's a pittance to keep up those roads, which are roads of inferior quality to start. It is just a case of keep on grading. It gets lower and lower and they finally throw a little more gravel on top and then they start all over again. None of it is brought up to any standard and there aren't sufficient funds. We've gone over this in the past. The same thing applies when you say 80 per cent. We can get 80 per cent and I know the ministry has bent over backwards to do it in some instances when I have been involved, not because I've been involved, but they've seen a need.

There just isn't adequate funding for those small municipalities. I am saying to the minister, if you can spend \$1.4 billion for Toronto, for Hamilton and for Ottawa and you can spend another \$119,000 for advertising, by God, you've got to find money to improve the road networks in those townships which are organized but have too many miles of roads for the size of the municipality. You can't move the people out. You are going to have to find money and you are going to have to find more money for the unorganized townships too.

Hon. Mr. Carton: I'm not denying the fact the roads may not be the greatest in the north but I would point out that all over this province, even in southern Ontario, there are 500 communities—500—which expended 100 per cent, dollars of their own, for construction last year.

Mr. Martel: Right.

Hon. Mr. Carton: Now, this indicates that they, too, are in dire need or they wouldn't have spent 100 per cent on their own. So they must have had a real need. All I am pointing out is that it is a question of hundreds of millions of dollars, if you want.

Mr. Martel: Well, Mr. Minister, as you know, our problem is compounded by the fact that we in northern Ontario still do not tax the mining companies. Again, it came in in 1968, but to this day I don't think one cent of direct taxation of the mining industry has been allowed, because of the way in which they assess it and so on. For years we have not been able to get from the industries the direct taxation necessary to do the work all around the city of Sudbury.

It's hard to imagine a city of that size being in receivership, with that type of wealth; which indicates that we have never had the tax base to work from, although there is great wealth there.

Five years after it was announced that we were going to be able to tax directly, I understand we still haven't derived a cent from direct taxation. You can't have it both ways. At least in southern Ontario a municipality that has an industry gets the direct benefits from that. We do not get them.

Mr. McNab: I don't know.

Mr. Martel: You don't know?

Mr. McNab: It is my understanding—

Mr. Martel: Well, would you people take a serious look at the problems of those small municipalities that have far too many miles of road to see if you can come up with an alternate method of funding? I don't know what it is, I really don't. I can't even put forth a suggestion. I just don't know.

Mr. McNab: I guess money would solve the whole thing, wouldn't it?

Mr. Martel: I guess it would. But when you can find \$1.4 billion for three hours of heavy traffic a day in Toronto then—

Hon. Mr. Carton: All we have spent is \$3,119,000.

Mr. Martel: Oh, I know that is all you have spent. But how much have you got on the books?

Hon. Mr. Carton: We have \$7 million in this year's budget.

Mr. Martel: Right. And you intend to spend how much?

Hon. Mr. Carton: It is \$17 million on the demonstration.

Mr. Martel: On the demonstration. But what about the \$1.4 billion?

Mr. Haggerty: GO Transit—

Mr. Chairman: Order. We are being repetitious.

Mr. Martel: No, no. I am not being repetitious at all.

Mr. Chairman: We are on item 7, maintenance.

Hon. Mr. Carton: GO Transit is not only for Metropolitan Toronto—

Mr. Foulds: The minister is being unduly provocative.

Mr. Haggerty: Toronto and Ottawa and Hamilton—

Mr. Chairman: Item 7!

Mr. Martel: But, Mr. Minister, you find money for subsidization—and it is necessary; I am not disputing that, I don't for a moment say it isn't necessary in Toronto, Hamilton or Ottawa. But when the crunch comes, the government can find money; and it has got to do it for those areas where you have small communities with a massive network of roads which they inherited because of poor planning. Nonetheless the problem is there; and maybe you might launch a study into it, Mr. Minister, to at least see how serious the problem is.

Mr. Chairman: Item 7?

Mr. Martel: I am waiting for a reply. The minister merely nods his head. I want—

Hon. Mr. Carton: If I nod my head it isn't in Hansard.

Mr. Martel: That's right, it isn't. That's why I want a response rather than a nod of the head. My blind eye was shut and so was the other one.

Hon. Mr. Carton: All I can say, Mr. Martel, is that I do make representations to Management Board. I am concerned about the budget of this ministry, and I put my best efforts forth.

I recognize the problem. No one recognizes the problem more than I do, because I am the one who sees the people; I am the one who sees an average of three or four delegations a day on money.

Mr. Martel: You will study it, though?

Hon. Mr. Carton: I will study it.

Mr. Martel: The problems of the small communities with too many miles of road in the townships surrounding them.

Mr. Chairman: Mr. Foulds, item 7.

Mr. Foulds: Yes, Mr. Minister, I want to depart from my usual stance in the Legislature and be a bit parochial, if I may. I understand the ministry engaged in fairly substantially in assistance to the municipality of the city of Thunder Bay for two projects. One was the bridge on Cumberland St., which is Highway 11B-17B going into the city off the expressway, the bridge over the Current River. The other was, I believe, another bridge on what is known as the Balmoral extension, the roadway linking the two cores of the city of Thunder Bay. Does this come under this vote?

Hon. Mr. Carton: The next vote will be construction.

Mr. Foulds: That will be new construction?

Hon. Mr. Carton: Yes, under construction. We're on municipal maintenance now. If we get this one carried, we'll go down to the next one.

Mr. Chairman: It will be vote 2203, item 1.

Mr. Foulds: Thank you.

Mr. Chairman: Does item 7 carry. Carried! Item 8, supply and special services; item 9, maintenance and administrative services.

Are these items carried? Carried!

Vote 2202 agreed to.

On vote 2203:

Mr. Chairman: On vote 2203; item 1, construction. Mr. Foulds.

Mr. Foulds: Thank you very much, Mr. Chairman.

Hon. Mr. Carton: Thank you, Mr. Foulds.

Mr. Foulds: You have been involved in the two projects I mentioned.

Mr. Martel: Mr. Chairman, would you put my name down. I want you to recognize me early.

Mr. Foulds: Have there been official openings to those bridges? Did you get an invitation?

Hon. Mr. Carton: I don't think I've been up to them if there have been.

Mr. Foulds: I was wondering why not.

Hon. Mr. Carton: I guess I'm busy; I don't know. I haven't had a request to my knowledge. Could you clarify the bridges?

Mr. Foulds: Yes; one of them is over the McIntyre River, I believe. It's part of the Balmoral St. extension which goes between Highway 130, that's the artery leading into the downtown core of Port Arthur to Fort William. It's another link between the two main centres.

It has actually been completed for 18 months or maybe two years. To the best of my knowledge, there has not been an official opening. I'm not overly paranoid, but I thought that maybe the member for Fort William (Mr. Jessiman) was objecting to it because it's in my riding.

Mr. Eadie: Is the bridge in use?

Mr. Foulds: Oh yes, it's been in use for 18 months. There's never been an official opening.

An hon. member: I don't think it's usual, is it?

Mr. Eadie: We don't have an official opening on every bridge that's built.

Mr. Foulds: We had an official opening when you linked up the expressway on Arthur St. The then minister was there.

Mr. Martel: Around election time.

Mr. Foulds: Just a month before election day.

Mr. Martel: We had ministers from all over the country.

Interjections by hon. members.

Hon. Mr. Carton: If you'd like to arrange one, I'll undertake to go there.

Mr. Foulds: Fine, and the same for the Current River bridge.

Mr. Maeck: Make them both the same day.

Mr. Foulds: I have a little bit more serious question.

Mr. Martel: Bring the ribbon cutter with you.

Mr. Foulds: I'll supply the scissors and the ribbon.

Hon. Mr. Carton: I'll supply the red tape.

Mr. Foulds: True enough.

Mr. Martel: We've had a member who used to be called the ribbon cutter. I won't name him. He opened more bridges and roads—

Mr. Chairman: Order.

Mr. Foulds: Mr. Chairman, would you bring this member to order?

Mr. Chairman: I'm endeavouring to do so, but he's very difficult.

Mr. Foulds: If it's your desire, I'll heckle him during his remarks too.

Mr. Martel: By all means.

Hon. Mr. Carton: Incidentally, on a very serious note, your leader (Mr. Lewis) wanted to raise a question on this vote. I don't want to go past it without letting him know and I don't know whether he's around. If he doesn't, I have the answer which I will give if you'll remind me.

Mr. Martel: I understand he is bringing the government down in eastern Ontario today.

Hon. Mr. Carton: He won't be here? Remind me to give the answer then, please.

Mr. Martel: Yes, while you still have the chance.

Mr. Foulds: To be a little bit more serious and change the tone of the discussion here, what conditions do you attach to such governmental subsidies, and could you be fairly specific as to the conditions you attached to the grant you gave for the widening of the bridge over the Current River on Cumberland St., which is part of Highway 11B-17B?

The reason I raise it is this. There has been a good deal of serious controversy in the city about noise pollution caused by transport trucks using Cumberland St., a portion of which is residential in nature. The city officials are claiming that your ministry refuses to let them pass a restricted-hours bylaw on that street because you gave a grant for the extension and it is part of the highways programme. Could you clarify that?

Mr. Ward: I couldn't reply to it, except that I'd have to establish whether it is a municipally owned bridge in the sense that the municipality called a contract out. I'm trying to establish whether it was on a connecting link, for instance, or on a city street and/or whether it was part of a King's highway.

Mr. Foulds: I think that technically you would interpret it as part of a King's highway, because, if I can show you—and Hansard won't be able to do this—the main highway goes around the city like that, say, that's the downtown core of the city, there is a Highway 11-17B which goes through the city—

Mr. Ward: The connecting link.

Mr. Foulds: That would be termed the connecting link?

Mr. Ward: That is correct, which is subsidized on our connecting link agreement.

Mr. Foulds: Yes.

Mr. Ward: I don't know precisely the bridge you are speaking of, although the I know the location to which you refer. If we go on with what your questions are, I will see what we can do. You were asking, regarding the—

Mr. Foulds: I was basically wanting to know what conditions you attach to those grants, because certain city aldermen, rather than officials I believe, have claimed they are unable to enact the restricted-hours by-law within the city on that connecting link road because your ministry gave grants for the road to be a connecting link.

Mr. Ward: Oh, I follow that now.

Mr. Foulds: Unfortunately, I couldn't find my file on this, I rushed out—

Mr. McNab: I don't know the particular circumstances of that bridge, but I can tell you the policy—

Mr. Foulds: Yes.

Mr. McNab: —in respect to connecting links. A connecting link is given an additional subsidy because it is the continuation of the highway through a municipality, and we do not allow restrictive clauses on connecting links where extra money is given, in recognition of the fact that there must be a free flow of traffic through it. The only kind of a restrictive clause you could have is if there is room to have a parking restriction on it. But insofar as an hours type of restriction—

Mr. Foulds: Traffic.

Mr. McNab: —traffic, no.

Mr. Foulds: I see.

Mr. McNab: I don't know the circumstances there, but that is the general policy, sir.

Hon. Mr. Carton: Well, we can check into that.

Mr. Foulds: Can you check into that one specifically for me?

Mr. McNab: Notice has been made of it.

Mr. Ward: Yes, I'm sure that is what it is, it is an existing connecting link, and the deputy's remarks apply on that basis. But I'll check into it anyway.

Mr. Foulds: Right. I suppose this is really not on the vote, but that does get me into the problem of the noise pollution caused by trucks on such roads. There is no bar from your ministry, surely for the municipality to establish a noise pollution bylaw that would govern such a road?

Mr. Ward: Not to my knowledge.

Mr. McNab: I think it would have to come as an application through the normal channels, through the registrar of motor vehicles.

Mr. Ward: We wouldn't withhold it.

Mr. McNab: No, I don't think we would withhold anything on it unless it was completely unreasonable.

Hon. Mr. Carton: What kind of noise pollution?

Mr. Foulds: As I say, there are considerable stretches of that particular road which are residential in nature and it's the gearing down of large transport trucks and the starting up at stop lights, and that kind of thing, basically. I don't know how many of the trucks in question that people have written me about have modified mufflers of some kind or how many simply have inadequate mufflers.

Mr. McNab: I would be very interested in seeing the type of bylaw that could be drafted. You are into a very difficult area here.

Mr. Foulds: Of course.

Mr. McNab: You can get to the point where, if you restrict speed and what not, you have them gearing down and it goes on for a much longer time than if they go right through. I don't know. It would have to be something that would have to be presented to the registrar of motor vehicles in any event.

Mr. Foulds: Okay. I would like to move on to two other highways within the riding but not in the city which I understand would come under construction and property acquisition.

One of them is Highway 590, which is the highway that basically travels through Murillo to Kakabeka Falls. You have already engaged in a programme which has widened Highway 130 before it turns south toward the United States. I have engaged in correspondence with the minister on behalf of the municipality of Oliver in this regard, asking at this time if you would agree to the extension—you are involved at the present time in restructuring that road, in fact, paving it; it has not yet been paved; it was oil surfaced—that you allow the present construction to go to a width of 22 ft. Your ministry is holding firm to 20 ft on the basis of traffic counts.

What I don't understand in the whole business is that Murillo and Kakabeka Falls, although small villages, are the two largest villages in that area and presumably would have a higher traffic count than the stretch from off Highway 130 west. You have already constructed and paved a portion of 590 to 22 ft, and you stopped at the third sideroad which is just east of the railway tracks before you get to Murillo.

I wrote originally to Mr. MacNaughton and later to the present minister. I can see the argument in terms of traffic count if it were consistent but surely the traffic count just east of the railway tracks, to which you did allow construction of 22 ft in width, is no less than the traffic count just west of the railway tracks?

I understand from talking to a councillor from Oliver on Sunday that you have acquired a 100 ft right of way so there is no difficulty in terms of acquisition of property. I was wondering why the ministry was dragging its heels in this regard.

Mr. McNab: We attempted over the years to set standards and these standards can, I suppose, change from time to time. It is a matter of policy. There is one thing I think you all can have sympathy with. We have reached a time of constraints. We have to be much more careful in building to the minimum. In this instance, for the traffic volumes here, 20 ft is the standard; 20 ft of paved surface is considered by traffic engineers as being adequate. It is just a matter of attempting to stretch the money, to have a good improved surface and to be no more than adequate.

I think this is all I can say unless there is some specific information we have here. Certainly, with the traffic volumes that our regular statistics show, it would be one which we, and traffic engineers in general, consider as being adequate and that would be 20 ft.

Mr. Foulds: Well, why then did you build to the width of 22 ft which was only two years ago? At that time, when I first wrote in the fall or the very early spring of 1972, the then minister, Mr. MacNaughton, was reluctant to go to 22 ft, and you had just completed the previous part to 22 ft.

Mr. McNab: These roads are planned and designed at least two years in advance. I am assuming something here, sir, because I haven't the figures here. But I have seen similar cases. The roads are designed and planned and construction starts. We are forced into making policy changes; and that has come at that juncture—I can only assume that.

Mr. Foulds: Well—

Mr. McNab: We will find out the history of both these roads and let you know. This is the best I can do because you can appreciate we couldn't have all that information available for immediate production.

Mr. Foulds: I would like to just quote a bit from a letter that Mr. Carton sent me. It said:

It is possible that you and the township of Oliver council are correct in assuming that higher standards of construction on Highway 590 now would have beneficial socio-economic effects in the future. The underlying warrants, however, did not take actual conditions as criteria.

What does that mean—"did not take actual conditions as criteria"?

Mr. McNab: What did you mean?

Mr. Foulds: It is right here.

Hon. Mr. Carton: As a lawyer, I would like to see the letter.

Mr. Foulds: It is right here—I want it back, but you can have it.

Mr. Martel: You should have a photostat before you give it away.

Mr. McNab: We will just change it.

I can tell you this, though, that as you say, building in advance of requirements with money now at the present time at eight, nine and 10 per cent, is a lot different than build-

ing in advance of your requirements back ten and 15 years ago, when we could get money at 4½ and five per cent—

Mr. Foulds: Yes, but because Kakabeka Falls is a highly attractive tourist attraction, both for the people in the area and for tourists, I can assure you that once that road is paved people will go out main Highway 11-17, and be coming back along Highway 590—a kind of circle route from the city of Thunder Bay to Kakabeka Falls and back. Inside of a couple of years you are going to have to widen that highway to 22 ft because of the traffic count. And with the escalating construction costs—

Mr. McNab: We are caught in a bind.

Mr. Foulds: —it is going to cost you more. I think in that particular case you would be very, very well advised to—

Mr. McNab: The traffic would have to double. We have literally thousands of miles of highways all over Ontario and in southern Ontario with traffic volumes of four times that—and I am not depreciating the north, I lived there many years. They have 20 ft widths carrying traffic volumes of 3,000 and 4,000 vehicles a day whereas at the present time this is in the 500 vehicle range. And if you double it, it will be 1,000, and the point where our present policy dictates widening is at about 1,500.

Mr. Foulds: Fifteen hundred?

Mr. McNab: Fifteen hundred.

Mr. Foulds: For 22 ft.

Mr. McNab: Yes. When we are planning reconstruction, and it has a 1,500 traffic count or somewhat less than that, but rising, we would go for the 22 ft width.

Mr. Foulds: I understand that you average these over the year. I would assume in such a situation that there would be much higher volume in the summer. I may be incorrect in that.

Mr. McNab: Well, we have the figures.

Mr. H. W. Adcock (Assistant Deputy Minister, Engineering and Operations): I can give you some data on that, Mr. Foulds. This road's annual average daily traffic at the junction with 130—that's the south junction of 11-17 at Kakabeka Falls—

Mr. Foulds: Hold on a minute. At—

Mr. Adcock: Highway 590 at the junction with Highway 130.

Mr. Foulds: Okay.

Mr. Adcock: The south junction of 11 and 17 at Kakabeka Falls. In 1960 it averaged 450 vehicles a day; in—

Mr. Foulds: In 1960?

Mr. Adcock: In 1960. In 1971 it averaged 500 vehicles a day and that's an extremely low growth pattern.

Mr. Foulds: There's very good reason for that. It's a cow trail. Nobody in his right mind will travel over it now. We used to travel over it more frequently when I was a kid of 12, because the road was in better shape than it is now.

Mr. Haggerty: Were you driving a car at that time, Jim?

Mr. Adcock: So other sections of the road have had a larger growth such as from 350 to 600 over an 11-year period. And in the summer there is a slight increase in the annual daily traffic of about 200 or 250 a day.

Mr. Foulds: Just for curiosity's sake, can you tell me what the escalation has been on Highway 11-17 since you upgraded that, in the same period—say, at the junction of 590 and 11-17?

Mr. McNab: Well, that's the Trans-Canada.

Mr. Foulds: That's right.

Hon. Mr. Carton: While we are waiting for that, Mr. Chairman, I wonder if I might—this is one of my better letters—

Mr. Foulds: I'm glad you think so. The people of Oliver certainly don't.

Hon. Mr. Carton: This is one of the difficulties I have when I write my own letters, I have to explain them to the deputy and then you.

I think if you will listen to this it makes abundant good sense, as the hon. member for Downsview (Mr. Singer) would say.

Mr. Stokes: It only took you 10 minutes to—

Hon. Mr. Carton: No. I had it right away, but I was wondering why anybody couldn't see it. That's what I was thinking of.

It is possible that you and the township of Oliver council are correct in assuming that higher standards of construction on

Highway 590 now would have beneficial socio-economic effects in the future.

Mr. Foulds: So far, so good.

Hon. Mr. Carton: It continues:

The underlying warrants however did not take actual conditions as criteria.

Now, carry on.

Mr. Foulds: No. Explain that.

Hon. Mr. Carton: No, we're not taking the actual. Carry on the next sentence:

It was assumed the traffic would increase substantially during the useful life of the new construction and the geometric standards including pavement width were relative to such a future service demand.

In other words, we just didn't take the actual criteria that exist today. We projected into the future. It makes sense to me.

Mr. Foulds: And what's the sentence after that?

Hon. Mr. Carton: It goes on:

Our traffic assignments for the Highway 590 reconstruction may prove pessimistic. It seems to me however that the hypothetical traffic growth for which we are catering is reasonably realistic on the available evidence.

It's a good letter.

Mr. Stokes: Written like a good lawyer, and—

Mr. Martel: Who wrote it?

Mr. Stokes: —not a meticulous grammarian.

Mr. Foulds: That's obfuscation.

Mr. Adcock: Let the record show that the letter is going back.

Mr. Foulds: Do you want a receipt for it?

Mr. Martel: Ask for a receipt.

Mr. Foulds: Have you got those figures?

Mr. Adcock: Yes, sir, I have. On Highway 11, between the junction of 588 and 590, which is a distance of 2.8 miles, the annual—

Mr. Foulds: Where is 588?

Mr. Adcock: It's the Stanley road.

Mr. Foulds: Okay, fine.

Mr. Adcock: The annual traffic count in 1960 was 900 and in 1971 it was 4,200.

Mr. Foulds: Okay. Now, there's the point. There's exactly the point that I have tried to make. You've—what?—quadrupled the traffic count on that highway because it is a good stretch and it is well structured—

Mr. Adcock: I think it is because it is the Trans-Canada Highway, with respect.

Mr. Foulds: Okay, sure. But everybody from the city of Thunder Bay who drives out to Kakabeka Falls both goes and comes over 11-17. I submit to you that if you had a 22-ft wide highway that was drivable, the people from Thunder Bay who visit Kakabeka Falls would go out on the Trans-Canada and come back via Murillo over 590. A number of them would prefer for various reasons to have a kind of circle route. I would submit very strongly that the ministry should take into account those—what did you call them, Gord?—socio-economic effects, because surely one of the purposes of highway development, particularly in the north, is not merely to respond to the established need but to further the growth pattern and the development pattern.

I would suggest, for example, the two or three small businessmen in the town of Murillo would benefit in terms of increased trade. It would certainly psychologically benefit the people from the city of Thunder Bay who are going out to Kakabeka Falls for a Sunday afternoon to use the provincial park there. I would really like you to take a very serious look at that one.

I would like to move on to my other favourite highway project in the riding of Port Arthur. I gather by the almost catatonic position of the minister that I am not getting any commitment on that one.

Hon. Mr. Carton: I am thinking.

Mr. Foulds: The other highway is Highway 587 off Highway 11-17. It goes southeasterly through Sibley Park to Silver Islet. It's the one that goes through Pass Lake. It is a somewhat parallel situation to Oliver Rd. I have engaged in correspondence with the local ministry office at Thunder Bay and I have engaged in correspondence with the minister on this one.

There are two major points on this highway that I want to emphasize. If it is possible, this secondary highway—and it is called a secondary highway—is in worse shape than Highway 590. It is in basically much worse shape because of two hairpin turns in the highway. There have not been—and I readily admit it—a large number of accidents on it,

and heaven forbid that we would construct a superhighway into what is essentially a very fine provincial park area. I don't know what the technical term is, but the way the crown of the road rises from the side at certain points is extremely dangerous.

There are those two turns, if you will bear with me for a moment, Mr. Chairman. One of them is at what the local residents of Pass Lake call Devil's Corner, which is at approximately mile 6 from Highway 11-17, and the other one is at Ingberg's Corners, which is approximately at mile 10.

I have personally travelled that highway several times. We use the provincial park there on various instances. It may be a 60-mile drive all told from the city of Thunder Bay and a very worthwhile outing, but there is real danger involved there.

If the ministry can't see its way to restructuring the entire highway because of budget constraints, I would strongly urge you at least to iron out those two corners.

That highway also is not paved. It's simply oil-covered. I know that for 1972, I guess it is, the daily traffic count was 450, but the summer traffic count was 800. I would submit with the pressure on the provincial parks in northwestern Ontario at the present time there will be increasing pressure on Sibley Provincial Park for safety reasons because a number of the people going into the provincial park will be, of course, completely unfamiliar with the road. It is not a local road in that sense at all.

I would strongly urge the ministry to take a look at those two particular corners of that highway.

Recently, that is a year ago March, a very serious accident did take place on one of those corners in which a girl was very seriously injured. There is a substantial population in Pass Lake, in Pearl and in that area, and that, combined with the high tourist population—which will grow—I think warrants a very serious look by the ministry at those two corners at least.

Hon. Mr. Carton: I had mentioned in my letter to you, I believe, Mr. Foulds—

Mr. Foulds: Yes.

Hon. Mr. Carton: —about the surface priming—

Mr. Foulds: Yes.

Hon. Mr. Carton: —and surface treatment and that aspect, but what they are concerned

about are the four miles that embrace these two.

Mr. Foulds: That's right. The surface priming doesn't tackle the problem of the crowning and the turn; basically I think you need to rebuild the road back there, even if, for the first year or two, you did not pave it but sort of restructured the roadbed on those two corners

Mr. McNab: The minister has directed us to look at that and we certainly will, in those areas. The road itself has experienced very little growth rate and we are down in volume. Our figures, the last ones I have here are for 1971, show the summer average is 500.

Mr. Foulds: I had 800 in the letter from Mr. Franks.

Mr. McNab: That is probably a 1972 figure which I don't have here.

Mr. Foulds: I see.

Mr. Stokes: That just demonstrates how it is increasing.

Mr. McNab: That could be.

Mr. Foulds: Actually, they have upgraded the park considerably and expanded facilities there.

Mr. McNab: We'll look at those two dangerous spots.

Mr. Foulds: I would certainly appreciate that and if you could notify me of the result of your investigation on that I would certainly be pleased.

Thank you very much, Mr. Chairman. Those are the items that I had to deal with on this vote and I'm glad the minister woke you from your reverie and pointed out that the committee is anxious to move on at this point.

Mr. Chairman: Mr. Newman.

Mr. B. Newman: Mr. Chairman, I wanted to discuss with the minister a bit the highway bridge on Highway 18 and the River Canard.

Hon. Mr. Carton: Canard?

Mr. B. Newman: I know the minister is quite familiar with it. The first thing that I would like to emphasize is that any time in the future, when you are undertaking a construction similar to that, I think you should call in the people who are going to be affected and present to them some type of sketch or topographical layout to show how

it is going to affect them. Mr. Minister, when you get there next week—and I hope you are going to go there—you'll see—

Hon. Mr. Carton: I will go there before the end of the month.

Mr. B. Newman: We will appreciate that. Don't wait too long because their tempers grow short and I think that maybe with your kind mannerisms and that genial smile you could probably work wonders with the people.

If you actually visit the area, Mr. Minister, you can see that somebody really goofed in that situation. In the letter you had written to me, you mentioned that the problem is a result of the high water. Now, it is not a result of high water at all, sir. The problem is a result of the raising of the highway.

Hon. Mr. Carton: The high highway is a result of the high water.

Mr. B. Newman: No, because the highway that was there wasn't under water, was it? It wasn't.

Hon. Mr. Carton: Again, I'm not personally familiar with that.

Mr. B. Newman: None of the homes is under water, but you've really created a situation there now. Yes, if you can answer.

Mr. Eadie: We had representatives from our district office in Chatham and our regional office in London meet with the people down there just last week. I was under the impression that they had more or less come to an agreement that they would look at this. They spoke with the lawyer representing these 12 or 13 property owners, and they were going to see if they couldn't fix up the road and the entrances into these places to satisfy the property owners.

Mr. B. Newman: I can understand you making a comment like that, but unless you actually personally see the place, and see how some of these people have been adversely affected, you won't believe it. At one of the homes there, the driveway leads right into the garage of the home. You have elevated the highway to the point where the grade must be maybe even 45 deg. If his brakes failed, he would go right through his garage because the distance from the edge of the highway to his garage, I don't think is any more than maybe 40 ft. I don't think it is any more than that. I am not an engineer so I am only guessing now.

I've visited the area, not once; I have visited it several times. The situation isn't good, and that is why I make the suggestion that when you are planning a thing like that, if you would have some type of topographical or scale model of how this is going to affect the residents in the area I think you could have resolved the problem or maybe you would never have undertaken the construction of the bridge in the manner in which you did undertake it. There are, I think, some 12 people who are adversely affected, I don't think all to the same degree; but four or six of them, it seems to me, are going to be really badly off once that road is completed—if you intend to continue to the completion of the road.

In the winter months, if there is any snow or any icing conditions, some of those people will never be able to leave their homes. They won't be able to get up. Not only will they not be able to get up with their cars, they won't even be able to walk up. That is the type of grade you have in there. You have turned around and taken their front yards and by building the grade into their property you have eliminated the front yard—well, you have reduced it by maybe one-half in some instances, because you have had to build up the road, and as a result of building up the road you have got sort of a valley right in front of the home.

I am not going to talk any more on it, Mr. Minister, because I think you should actually go down there and see the situation, see how these people have been adversely affected, and then resolve the problem. I really feel sorry for them because it has been a goof on the part of your ministry with the plan that you have followed on the road, and likewise in the procedures that you have followed after you started the road. The people did not know exactly what you were doing. I think the procedure that you followed, possibly in the Essex bypass was good, but it was late.

Mr. Ruston: Two years too late.

Mr. B. Newman: That is right. You have got to consult with people more so at all levels of government today. The idea of letting the unwashed, or the so-called "unwashed" not have input into what is going on is gone by. No longer is the public going to take that.

Hon. Mr. Carton: Mr. Adcock would like to comment on that, then I will comment and wind it up for you.

Mr. Adcock: Mr. Chairman, if I may, I couldn't agree with you more, Mr. Newman. These people were not adequately informed. It was an unfortunate set of circumstances. This project, as you may remember, started off many years ago—I think back about 1965.

Mr. B. Newman: Oh yes, I understand.

Mr. Adcock: There was a long wrangle about the clearance of the bridge, although that has nothing to do with this problem, but it unfortunately held the project up. The property was bought many years ago, but unfortunately our people did not go back and show the new scheme in detail to the property owners. There is no doubt—although I haven't been down since construction started. I've looked at the plans—I know you are right that there certainly—

Mr. B. Newman: The plans on paper look good.

Mr. Adcock: No, the plans on paper don't look too good to me.

Mr. B. Newman: But you are an engineer.

Mr. Foulds: Quit while you are ahead.

Mr. Adcock: I think you are right. But as Mr. Eadie said, we have been dealing with the people, and there is no question that when the construction is finished that we will have to do something to assist these 12 people to some degree.

As far as the water was concerned, we did raise the grade because of the high lake levels. So there was a grade raise which was higher than we had contemplated when we originally designed the road back in the middle Sixties. The road was given an extra boost in height, if you like, from the original plan. And of course it was widened, and is a four-lane road on a curve, and that unfortunately made the super elevation so high that these driveways are very steep, there is no question about it. But we are certainly going to look after it.

Mr. B. Newman: You can't find the homes if you are driving in from Amherstburg to Windsor. Try to tell someone, "I live at this address along the river-front road." You would never be able to find it, because all you can see of some of these homes is the rooftops. And how does one turn into that driveway? You couldn't turn in making a left turn; you'd really be endangering anyone who may be coming from the opposite direc-

tion in addition to anyone who may be following.

The problem has really been a bad one. I hate to see the department having goofed to the extent that it did in there, and I know that you, Mr. Minister, in talking to the people, could at least come to some meeting of minds and maybe satisfy them.

The properties behind, on which live the people who have been grieved the most, are right along the Detroit River and there is the high-water problem, but the people have never had the high water to the extent that it made their accommodations unlivable.

Hon. Mr. Carton: I will get down, I promised you I would, and within the next week or two I will visit the site myself and speak to the people. Because of representations made to me, the River Canard bridge has been in my mind since day one in this ministry, because I was the one who intervened and said, "Yes, we will go along with the desire of the municipality and construct it," because there had been some representations that it would not be done. The irony is that I thought the River Canard bridge problems were all over when I acceded to the requests of the local members and everyone concerned, and now we find ourselves in this problem. The two are not related and it is just ironical that it should happen, but in any event I shall go down.

Mr. B. Newman: I appreciate your comments, Mr. Minister. As I said earlier, I know you will be able to come to a resolution of the problem.

I won't raise the issue of the Essex bypass, because the member representing the area will comment on that.

The only other issue is the E. C. Row Expressway. I know, Mr. Minister, you are aware that there are two sides to the question now. The residents who are being isolated as a result of the development of the E. C. Row, those living south of the CPR railroad tracks and up to and beyond the Devonshire Mall, have sort of banded together in, I think it is a tri-community association, and would like to have some type of conference or meeting with you in an attempt to resolve their problem.

They are violently opposed to the continuation of the E. C. Row and to making it an expressway. They don't mind it as an arterial road, but not as an expressway. Just recently I've noticed in the press that at the intersection of Walker Rd. and Grand Marais the old landmark, the Walker Tavern, is being

demolished, or will be demolished shortly, and the furniture and fixtures are being sold by auction. Now on the E. C. Row Expressway I would like to ask of the minister, what is the next phase that you intend to complete? You've completed phase one, that is the overpass on Howard Ave. and on Dougall Ave.

Hon. Mr. Carton: I'll have Mr. Bidell answer that, but before he does, Mr. Newman, just so I in my own mind know exactly what I'm getting involved in, when I visit the River Canard bridge next week or the week after, is it before I get to Windsor?

Mr. B. Newman: No, it is on the other side of Windsor.

Hon. Mr. Carton: I'm just wondering if I'm going to have delegations on everything when I go down that way, but I am going down specifically for the River Canard bridge, just so there is no misunderstanding.

Mr. B. Newman: Well, I would think the others would want to see you anyway.

Hon. Mr. Carton: They will, at some time.

Mr. B. Newman: I am speaking on behalf of the bridge first, because those people have contacted me, whereas the E. C. Row Expressway people have not, although they are concerned too. Is Mr. Bidell going to make some comment?

Mr. Bidell: As a result of the problem in the area of Walker Rd., which you have mentioned, Mr. Newman, it is my understanding that council of the city of Windsor has asked for a review of the expressway.

It is also my understanding that the technical co-ordinating committees, on which our ministry and the city of Windsor are represented, have by this time made a presentation to council. It will be up to council to decide whether or not they wish to continue as was agreed with the ministry.

As you know, the E. C. Row Ave. project is a cost-shared project—75 per cent is paid by the ministry and 25 per cent by the municipality—but in essence it is a municipal project. And if as a result of this presentation or review, council decides to alter its original intent, then I think this ministry will have to entertain whatever resolution comes from council at that time.

Mr. B. Newman: So actually it will be the responsibility of the municipal council to

determine whether the project should develop as a ring road or as an arterial road?

Mr. Bidell: It will be up to the municipality to decide whether or not they want to alter the original design and agreement with the ministry.

Mr. B. Newman: Is it possible to combine both arterial and expressway functions?

Mr. Bidell: In certain instances it is; but for a very significant portion in this particular case—from, I believe, the new road that is going to be built to serve Chrysler on the east, say, of this section to Dominion Rd., I think it is—due to the grade separation requirements of the railway crossings in that area, as you know, one is forced into interchanges at Walker Rd. and at Dougall in order to accommodate the railway grade separations. So for that section, at least, physically speaking, you are into a controlled type of road.

Now, east of that entrance into the Chrysler complex, yes it is possible to do this; similarly, west of Dominion Rd. it also would be possible. But, as I say, this depends upon whatever course of action the municipality decides.

Mr. B. Newman: Will the airport in the community have an effect on it?

Mr. Bidell: Physically?

Mr. B. Newman: Yes.

Mr. Bidell: Not to the best of my knowledge, Mr. Newman. At one time, as I think you are aware, the federal Ministry of Transport were entertaining some ideas of runway extensions and so on which physically would have had some effect on it. But to my knowledge the present plans of the Ministry of Transport in Ottawa are such that they do not affect this project.

Mr. B. Newman: The citizens who wish to raise any kind of objection will have to make presentations to council; they will not have to make any presentation to the minister, will they?

Mr. Bidell: I think it should go to council.

Mr. B. Newman: It will now be the sole responsibility of the municipality to decide at what stages they wish development of the contemplated construction. Is that correct?

Mr. Bidell: Yes.

Mr. B. Newman: Okay. Thank you, Mr. Chairman.

Mr. Chairman: Mr. Ruston.

Mr. Ruston: Thank you, Mr. Chairman. With regard to the Highway 3 bypass, I am sure the minister is well aware of the public meetings in Essex not too long ago with regard to recommendations regarding what should be done to improve some of the intersections and so forth.

Mr. Minister, have you given any consideration to the west end of the bypass and the way it connects to the regular highway, which as you know is located just west of the little village of Maidstone? Has there been any consideration given at all to changing the method of coming off the bypass or going on to it from the old road?

Hon. Mr. Carton: Mr. Eadie will explain.

Mr. Eadie: Mr. Ruston, at the meetings that were held that you've mentioned there, this is one of the points that were brought up to our regional and district people for review. You are talking about where the two-lane section joins into the four-lane section there, are you?

Mr. Ruston: You only have two—you don't have a four-lane.

Mr. Eadie: Or right through, there's a little bit of a four-lane section through, more or less the channelization, or the entrance.

Mr. Ruston: Well, yes, there is.

Mr. Eadie: That's right. And this was one of the problems, as I understand it. The idea was to take that four-lane section a little farther—I guess it would be to the east. That would eliminate the problem with the entrance and the turns into Essex. But this work couldn't be done in the fall of the year; so I think this is programmed for future construction in the next year.

Mr. Ruston: I did meet about a year ago with the Chamber of Commerce and some other people—and also Mr. Brown from Chatham—and we went over some of the items. That was some time before your public meeting in Essex. And some of the recommendations that we discussed that day had been put into effect. I know there was a flasher light put at the east entrance of it, back on to Highway 3.

And I understand you are going ahead with the installation of illumination lights—

is it Victoria St. and the Arner town line—they did not have them; is that right?

Mr. Eadie: There were several other items that we took into consideration—the partial illumination at the three intersections that you mentioned. We also placed oversized stop signs at these intersections. We did some additional zone-painting through the area at the intersections, and more or less the whole length of the bypass area.

Mr. Ruston: One of the problems, I think, on Victoria St. was that there is a small street just about 200 ft south, or maybe 150 ft north of the bypass. I think this has a bit of a tendency to mislead people a little. They come up to that street, and the first thing you know they are driving right across your bypass. So, maybe with illumination or, as you say, a larger sign, that might overcome that situation.

Mr. Eadie: This was the feeling of our traffic engineers, that with the oversize signs and the illumination this would eliminate the problem.

Mr. Ruston: What about the construction of that road? I'm concerned a little about it. Transport trucks notice it, and you can notice it a little on some cars—depending on how they ride and if they have a short wheelbase or not. But there seems to me to be a wavering in that road. It's only new—it's only a year or two old. You must have had—even your own trucks—somebody surely would have noticed that.

Mr. Eadie: Personally, I haven't had that particular aspect reported to me. I don't know if any of our other people have. I have never heard of any or noticed any problem with the actual construction of the road.

Mr. Ruston: You notice it mostly on the trucks because a lot of them have a tendency to stay on the old Highway 3. You haven't had any?

Mr. Eadie: No, but we will certainly look into that. It's the first time it has been mentioned to me, anyway.

Mr. Ruston: It reminds me something of the 401 problem that we have from Tilbury to Windsor—that type of construction. Of course, it's been in a number of years. But anybody who got on to it always stopped after they drove about five miles to see if the tires were still on. It has been resurfaced with light coatings. I see this year,

of course, you did a complete resurfacing and rebuilding job from Tilbury to, I think it's St. Joachim's overpass.

Is it true that the engineering of pavement for this highway, in the first place, was put in in short sections instead of long sections of paving? Is anyone aware of the original engineering and the original construction, as to what caused this? There must have been something cause this.

Mr. Adecock: I guess I have to admit to that, Mr. Ruston. I was regional engineer in London when it was built. That road was built to what was modern concrete technology in the middle 1950s. Yes, it was built with no reinforcing in it. There was a relatively short joint spacing—although not as short as we're using today—but with no communication, if you like, between slabs. This has been the bugaboo of the thing since the beginning of its existence.

Today's modern design does not use reinforcing although we've gone over that hump. We went from the design that you have down there to a fully reinforced pavement, which became extremely expensive because of the amount of reinforcing steel, then to a series of mechanical arrangements called load transfer devices which are cast right into the pavement at each place there's to be a joint. The joint is then sawn. You may have seen the saws at work. They saw right above this mechanism.

It works as sort of composite joint and does not allow what we call stepping to take place which has been the bugaboo of the old Tilbury-to-Windsor concrete pavement. Today we use a very short joint spacing and it is random spacing—the joints are not straight across the pavement; they're cut on an angle. The spacing averages about 15 ft, whereas in the case of the old way it was more like 50 ft. We are using load transfer devices, as I described, which are stopping the stepping taking place, so today's modern pavement is not causing us that kind of problem.

We are, however, pretty sure that the existing treatment we're doing which you described, which was started this year and will be completed next year the whole way from Windsor to Tilbury, will to a great extent alleviate the problem for many years. The thin overlay that you described which was put on about five years ago was successful for a fairly short period but, again, it allowed the stepping to show through. Unfortunately it is—fortunately at the time but unfortunately for our budgets—the thin over-

lay idea was very inexpensive. The treatment that is being done to the pavement now is considerably more expensive. That is a design, incidentally, which is not being used any more in North America.

Mr. Chairman: Mr. Ruston, you may carry on perhaps at the next sitting but at this time the minister has a reply he wishes to give.

Hon. Mr. Carton: Yes, Mr. Chairman, thank you. This is in case we get the vote carried and I want to make sure that the answer to the leader of the New Democratic Party (Mr. Lewis) is on record.

Mr. R. G. Hodgson: What day?

Hon. Mr. Carton: This is a reply to his request. He wanted to be at the estimates but, in his absence, I will read this into Hansard. This concerns the feasibility study from the Soo to Desbarats. The feasibility study was undertaken to determine the best method of improving Highway 17, taking into consideration all relevant factors such as travel conditions, community disruption, environment, safety and costs, and which will be generally acceptable to all parties including the public.

The ministry's environmental and feasibility studies office began the feasibility study in June, 1973, gathering all available information from local residents, school boards, utilities, municipal councils and various provincial ministries. Approximately 20 meetings of this nature were held including four public meetings. At the initial meetings with the public, the ministry outlined the study steps—

Mr. Stokes: Were native bands involved?

Hon. Mr. Carton: I'm coming to that, yes—and reviewed some of the basic data assembled at that time. During these meetings, and subsequently, many individuals have contributed opinions, ideas and suggestions. Some concern was expressed over the limit of the study area, originally from the Soo to the secondary Highway 548, and why was the ministry not studying a somewhat longer corridor. As a consequence, the ministry carried out an investigation as to the merits of expanding the study limits and has decided to extend the easterly limit to Desbarats.

During the last three months, the ministry has developed several alternative routes, five in all, for Highway 17. The ministry will be discussing these alternative proposals with the local municipal councils and residents of the

area during the first two weeks of December, 1973. The alternatives under consideration involve the reconstruction of Highway 17 along its present route, the construction of a new highway over the entire length of the study area and also combinations of both.

Two major Indian reserves, the Rankin Indian Reserve and the Garden River Indian Reserve comprise a large portion of the study area. Either the reconstruction of the existing Highway 17 or the construction of a new route would, of necessity, involve the crossing of the Garden River Indian Reserve for a length of approximately eight miles. A good dialogue between the reserves and the ministry has been established to date but, based

on previous experience, the negotiations for any property acquisitions may be protracted.

The feasibility study will progress from the alternative proposal stage to the evaluation and selection stage and is expected to be completed in April, 1974. Pre-engineering and systems design will follow immediately and, in addition, I have instructed that property acquisition get under way in 1974.

Mr. Chairman: Does that complete your statement, Mr. Minister? Gentlemen, it being 6 o'clock we'll adjourn until 3:45 tomorrow afternoon. I understand the minister will be otherwise engaged until that time.

The committee adjourned at 6 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications
Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Thursday, November 8, 1973

Afternoon Session

Speaker: Honourable Allan Edward Reuter
Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 8, 1973

The committee met at 4 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

On vote 2203:

Mr. Chairman: I call this meeting to order. Yesterday evening when we left off we were on vote 2203, item 1, "construction and property acquisition." At that time the member for Essex-Kent (Mr. Ruston) was speaking. I don't know whether he finished but I don't see him here at this time. That being the case—Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): Thank you, Mr. Chairman.

Mr. Chairman: Just a moment. Would the members representing their party caucuses care to notify the clerk here on the substitutes, if any. Mr. Germa, are you substituting for someone?

Mr. M. C. Germa (Sudbury): No.

Mr. Chairman: Mrs. Campbell?

Mrs. M. Campbell (St. George): Well, I didn't come down with that idea but who is on the committee? The member for Essex South (Mr. Paterson) is in the House. I guess perhaps I'd better—are you—

Mr. Stokes: Put Mr. Germa down for the member for York South (Mr. MacDonald).

Mrs. Campbell: The member for York-Forest Hill (Mr. Givens) is, isn't he? I'll substitute for him.

Mr. L. Maeck (Parry Sound): He's not on this committee.

Mr. Chairman: We have the member for Waterloo North (Mr. Good), if that is satisfactory.

Mrs. Campbell: All right.

Mr. Chairman: Proceed, Mr. Stokes.

Mr. Stokes: Thank you. There are several things under this item that I want to talk about. In light of a telephone conversation that I just had with knowledgeable people in the town of Armstrong within the last 25 minutes, I want to ask the minister if he delegated anybody or if somebody within the region was delegated to attend a meeting at Armstrong which took place yesterday afternoon in the presence of the Minister of Industry and Tourism (Mr. Bennett). It looks as though we are going to get some kind of economic activity up there to take the place of the phasing out of the radar base if we can upgrade the road to a standard that will enable a sawmill to be a viable operation in that community. It's going to hinge on that, and the ability of this entrepreneur to acquire tenure to the airstrip about six miles out of town that was formerly operated by the federal Ministry of Transport and was turned over to an independent carrier for a \$1 consideration.

I understand there is nobody looking after that, and if you aren't aware of it, Mr. Minister—and since it is a problem of a very localized nature I don't want to take the time of the committee to discuss it in any great detail other than to say it is of vital importance to the people in Armstrong that you assist them in two ways. One is to acquire responsibility for the northern portion of that road, and we spoke about it earlier and the deplorable condition that it was in. This entrepreneur, who would employ up to 150 people, will have to have a good road in order to conduct his operation because it's going to involve the shipment of large quantities of lumber and chips and we're going to have to have a fairly good road in order to convince this fellow that he should come in and provide some economic stability to the town of Armstrong.

I understand that somebody from your ministry was at the meeting, played a very active role and promised to do everything possible to assist all concerned toward that end. I just want to bring that to your attention and hope that you will lend the weight of your office to it to see that the project goes forward or isn't stalled because of any

inaction on the part of people within your ministry. As I say, I just want to bring that to your attention and hope that you will relay that on to your regional director and your district engineer.

You did indicate earlier that you were considering very seriously taking over the road. If these developments of the last 24 hours have any basis in fact—and I'm led to believe they have; there was one of your colleagues at the meeting—I think it's vitally important that you do co-operate to the greatest extent possible.

Hon. G. R. Carton (Minister of Transportation and Communications): I'll contact Mr. Bennett. Did you say the Minister of Industry and Tourism?

Mr. Stokes: Yes, he was there.

Hon. Mr. Carton: I thought he was in Prince Edward Island.

Mr. Stokes: My informant told me that it was the Minister of Industry and Tourism. I said, "Would his name be Mr. Bennett?" and he said, "Yes." Now, that may or may not be the case. All I know is—

Hon. Mr. Carton: In any event, regardless, I'll check with his ministry and find out the story of this industry and we'll co-operate to the best of our ability.

Mr. Stokes: Yes, fine. Now I want to get into airstrip construction, and I see that you've got the grand sum of \$55,000, out of \$217 million, allocated to airstrip development.

Mr. Chairman: Well, that's under "development," isn't it?

Mr. Stokes: No, it isn't. It's right here.

As I look at a road map put out by the Ministry of Transportation and Communications—and the names of the Premier (Mr. Davis), Mr. Carton and Mr. McNab appear on it—and as I look at locations in the north, where I am concerned about airstrip development, I see that you've got the map cut off so that all of Ontario isn't even shown on it, and I want to take the strongest possible exception to that.

Mr. A. T. C. McNab (Deputy Minister): That's always shown better if it's a northern road map, sir.

Mr. Stokes: It is a northern road map, but it is a map that people refer to for whatever reason. How many people have access to a total map of the Province of Ontario unless

they go to the Ministry of Natural Resources and pay \$1? The thing is, these maps are made available free of charge at various outlets. They are excellent maps, there is a lot of interesting information on them, but when I go to look for Fort Severn I don't see it on here at all.

If you are going to put out a map of the Province of Ontario it's not the fault of those people that they have no roads up in the north. It is not my fault either. When I refer to an official map of the Province of Ontario I should be able to look at the entire province and be able to refer to it, along with you and your officials, without having to have a map that is half the size of this room in order to do so.

I would make that criticism and hope that the next time you put out an official map, whether it is called a road map or what, it would cover the entire geographic entity known as Ontario.

Hon. Mr. Carton: Mr. Stokes, you mentioned the figure \$55,000. I am just trying to check. That's just a transfer payment. Actually there is a figure of \$1,260,000 for airstrip construction.

Mr. Stokes: Well, I wish you'd break it down so that when we discuss these various items we'd be more knowledgeable. First of all, give me the figure and then give me a breakdown of it.

Hon. Mr. Carton: One million, two hundred and sixty thousand dollars on airstrip construction in the north.

Mr. Stokes: And where was that spent this current year?

Hon. Mr. Carton: I have a list. Actually there are about a dozen locations, Mr. Stokes. Attawapiskat, Moosonee, Fort Severn, Fort Frances, Sandy Lake, Waness Creek, Big Trout Lake, Pikangikum, Brown Lake, Fort Hope and Pickle Lake.

Mr. Stokes: You mentioned Pikangikum and Fort Hope. I was in Fort Hope a short while ago and as a result of conversations I've had with people on the scene, including the band manager and the band council, they tried to prevail upon me to get a clearance from your special projects branch to proceed with all possible haste. This was so that they, in turn, could make application for assistance under a LIP grant so that they could clear the site this winter, do something productive and provide winter works, or employment, for people on the reserve.

In an exchange of correspondence principally with Mr. Killaire, he said that there was some problem in ironing out the transfer of land, which is held in trust for the Indian band by the Department of Indian and Northern Affairs at the federal level, and as a result of this it was unlikely that anything could get under way. This was one of the three locations that were mentioned in the Throne Speech this spring. One of them was Attawapiskat, the other one was Fort Hope and the other one was Pikangikum. I understand there's been a holdup in the Pikangikum one because the people haven't made up their minds yet whether they want one, or there is some problem with the land, and all of this has to be ironed out. So, there are two communities of the several that you mentioned where funds were expended out of this figure of \$1.2 million and where not a penny has been spent other than maybe a feasibility study or administrative costs.

Mr. E. W. Martel (Sudbury East): It sounds like the Ministry of Community and Social Services.

Mr. Stokes: I want to equate what you have done—of course, I know that you've got an airstrip at Pickle Lake. Many of the carriers have refused to use it because of the surface. I'm told that one carrier has ruined two engines because of inhalation of sand from the airstrip and it's made two, or possibly three, of its aircraft inoperative because of the poor condition, or the type of aggregate that was used on that strip. I've heard through the grapevine that you intend spending more money on that because of increased activity in that particular area and that you're going to resolve that problem.

But getting to two of the other areas, I visited the airstrip at Big Trout Lake and your man on the scene there is doing an excellent job. But he's scratching around like a hen looking for the kind of aggregate that will make that whole airstrip more stable. I realize the problems that he's had.

I'm wondering, now that the one at Fort Severn will be operative for the first time, has there been any indication as a result of the use of the Sandy Lake airstrip and the Big Trout Lake airstrip that has been reflected in a reduction in the cost of consumer goods in that community? At the time we were prevailing upon the minister to get on with this highway-in-the-sky programme to bring down the unit cost

of food in remote communities by building airstrips that would accommodate aircraft up to DC3s, to allow them to bring in larger payloads and in the process bring down the cost of goods being transported to those communities. Is there anybody within your ministry who watches this on an ongoing basis to see that, in effect, the effects of your airstrip development programme have resulted in better service and better cost to the consumer up there? Have you got anybody who watches this on an ongoing basis?

Mr. McNab: It's our intention, sir, when this programme has been introduced a sufficient length of time to get a real feel for it, to undertake a study on the effects of this added service and the fact that we can take in aircraft of larger capacity. We feel that if we can get our programme introduced there's absolutely no reason why there shouldn't be a reduction in costs, as I'm sure you agree, if we have these all-weather airstrips. I think also that you would agree that to get a significant feel for the effects, we will have to have a longer time and have more of our programme completed.

Mr. Stokes: Well, one of the first things of any significance that happened when I came into this Legislature in the spring of 1968 was an announcement by the former Minister of Transport, Irwin Haskett, that this highway-in-the-sky programme was really going to be of significant benefit to northern communities.

After some unfortunate experiences in the far north—I suppose maybe because the ministry wasn't aware of the climatic and soil problems and the high cost of doing things in the north—I think the ministry stopped the programme for a year, possibly two, and had another look at it. That was when Mr. MacNaughton was responsible for this ministry. Now I sense that maybe it is ready to move forward again.

But I want to equate what has taken place since that programme was announced four or five years ago, with what has taken place in Manitoba. The resources that they have at their disposal are only a fraction of ours. This is an article that appeared in the Canadian Aircraft Operator, March, 1973, issue and it's headed: "Manitoba Spending on Northern Airstrips Reaches \$5 million"

By the end of last year, expenditures by the Manitoba government had reached \$5 million on a major air transportation development plan involving regional airports, airstrips and landing strips in the north.

Reporting recently on the progress of the provincial government policy to provide landing facilities usable the year around in all isolated northern communities of 100 people or more that don't have road access, Premier Ed Schreyer made these comments:

"Twenty-six airports and landing strips have been built or are currently being completed under the programme. Freeze-ups and breakups no longer shut off isolated communities that were served by float and ski-equipped planes and tractor trains. The programme will greatly enhance the recently announced air ambulance programme for the north by enabling fast, wheel-equipped aircraft to be used.

"Considerable local labour and local equipment has been used and has given a number of local residents on-the-job training in rock drilling and blasting at airstrip sites, enabling them to move on to permanent jobs in mines at Jenpeg.

"Indian bands and councils may operate and maintain the buildings and runways, giving added local employment. Air transportation costs, in many instances, will be reduced by making it feasible for airlines to establish scheduled services."

For example, Mr. Schreyer said the upgrading and extension at Norway House made it feasible for this regional centre to become an intermediate point on scheduled Thompson-Winnipeg flights. The province had spent \$900,000 on runway development, a terminal building, a warehouse and a special 7,200-foot trans-shipment warehouse built on the water's edge near the runway to transfer freight to and from small float planes and barges.

Mr. Schreyer said the province was negotiating for a \$600,000 federal grant which would be used to install runway lights for 24-hr. service. The Premier said the only federal funds so far committed for the northern airstrip were \$225,000, recently earmarked for the Garden Hill strip in the Island Lake area. These funds would complement the \$500,000 being spent by the province.

A 5,000-ft. runway was planned for this area with 3,000 ft. having so far been graded and light-gravelled. The province had also completed a terminal building, an equipment garage, a shop, a warehouse and a large timber dock for transfer of freight and passengers from full planes.

In addition to these two airstrips, the government had constructed, extended or completed facilities at—[And they list about 24 different other places].

For three of the airstrips—Berens River, Poplar River and Bloodvein—crushed gravel was barged in from Selkirk. In a few other areas where clay strips had been built and consequently are limited to dry-weather flying, water-resource engineers were assisting in the search for local gravel deposits.

At most of the airstrips, terminal buildings had been completed. The Berens River terminal also had sleeping accommodations and where warehousing was required, this for the most part had been completed.

Premier Schreyer said the airstrips were helping change living and working patterns in isolated areas. Premier Schreyer said assured year-round service meant a great deal to citizens in isolated communities, which up to now had been effectively cut off for several months each year.

Regular delivery of supplies and mail, a quicker response to emergencies and the ability to provide passenger service when required, he said, are a boon which only those who have experienced isolation can truly appreciate.

In my most recent trip up to many of those northern communities, I visited communities that get mail every two or three weeks, and there are some instances where they get mail only once a month. I realize that this is something that is negotiated by the Canada Post Office with regional carriers in the area, but it shows you how far we are behind in the Ontario north when it's impossible to get regular—

Mr. Martel: What else is new?

Mr. Stokes: —mail service; and I think that this was the idea behind the whole highway-in-the-sky programme. All I suggest is that you've got a lot of catching up to do with other jurisdictions that are less affluent than ours.

There are very few people in this Legislature who get up to the northern extremities of this province, other than my colleague to the east, the Minister of Community and Social Services (Mr. Brunelle), or my colleague to the west, the Minister of Natural Resources (Mr. Bernier)—one the present Minister of Natural Resources and the other the former Minister of Natural Resources. They are well aware of this problem of isolation, and the low level of services and in many instances non-existence of essential services.

If this airstrip construction programme is going to mean anything at all, I think you're going to have to allocate more funds to it as has been done in our sister province in Manitoba. We do have the technology for most of the problems that exist up there. It's just strictly a logistical problem. You have all kinds of competent people within your ministry to overcome any problems that might exist.

I think that if you are going to maintain any credibility at all for this programme, you are going to have to attack it much more diligently with the kind of dollars that are needed to bring those people in the far north closer to the mainstream of economic activity and provide them and make available to them a higher level of essential services than they enjoy at the present time.

Mr. Martel: You could try \$1.4 billion.

Hon. Mr. Carton: Mr. Stokes, first of all I have figures here on the programme to date, and they are in excess of \$3 million. I'm not saying that you can't spend more, but for example, \$900,000 was spent at Moosonee; \$320,000 at Sandy Lake; \$250,000 at Big Trout Lake. In the current programme we have \$500,000 for Attawapiskat; \$175,000 for Fort Severn; \$550,000 for Pikangikum. These are some substantial dollars, and if I added all these up—and there are over 30; you mentioned 26 in Manitoba. I'm not saying they do not have a good programme—we commend them on it—but all I'm saying is, really, this is not a belittled programme that Ontario has.

Mr. Stokes: Well, all right, you are concentrating on areas like Big Trout. That project has been under way for the last four years and that poor fellow is just getting that airstrip in a position where it just might be an all-weather strip. I walked down the middle of that strip with your man up there in a period of heavy rain and we were sinking to our ankles.

Now, sure you have problems with getting the kind of aggregate that is necessary to keep a strip in good condition, but I wish you would come with me, Mr. Minister. Let's start out at Pickle Lake and we'll go to Kingfisher Lake, no airstrip. We'll go to Wunnummin Lake, no airstrip. We will go to Kasabonika, no airstrip. We will go to Nebiquie, no airstrip. We will go to Anglin Lake, no airstrip. We will go to Fort Hope, no airstrip. We will go to Lansdowne House, no airstrip.

Hon. Mr. Carton: It is coming.

Mr. Stokes: Those are just the ones in my riding. Go over to Mr. Bernier's riding, to Pikangikum, Sachigo and all of these places then go over to Mr. Brunelle's riding, to Ogoki and places like that. There are no airstrips. All I am saying is that Manitoba has said it is committed to building an airstrip for every isolated community in the north with a population of over 100. Ontario hasn't done this.

To refer back to the announcement that was made in the Throne Speech this spring, this government committed itself to building one at Attawapiskat, one at Fort Albany and one at Pikangikum. At Pikangikum the ministry hasn't spent a cent; at Fort Hope it hasn't spent a cent—

Hon. Mr. Carton: No, they are in the book here.

Mr. Stokes: I am not qualified to say what has been done at Attawapiskat. There was nothing done last August when I flew over the place. Quite likely something has been done by now. But I think that what the ministry has to do is commit itself to a programme which will serve the needs of people.

I am not saying we should follow the lead of Manitoba in saying that every community with a population of over 100 will get an airstrip. What I am saying is that the ministry should commit itself to providing a better level of service for every person in the province, regardless of where they may live. That commitment has never been made. I see no evidence of it. The minister is going on what the government has done in the past. Sure, it has made a start, but it is not good enough. I think this province can arrange its priorities in such a way that we can provide a basic level of service to everybody in the province regardless of where they live.

Hon. Mr. Carton: The hon. member wouldn't disagree with our policy of concentrating in the north part of the province because I have a lot of requests from southern Ontario to which I am replying: "Well, the moneys are going in the north."

Mr. R. Haggerty (Welland South): We will get into that next.

Mr. Stokes: Well, all right. I made a trip through the northern United States in the last week in February. Frankly, I was amazed at the number of small communities

that I went through along the upper peninsula and in northern Wisconsin—towns of 2,000, 3,000 and 4,000—which had quite a sophisticated airstrip. I wondered why we in the Province of Ontario couldn't do that, too.

Mr. Martel: That is Mickey Mouse stuff because in fact the people in the south have roads.

Mr. Stokes: That's right.

Mr. Martel: Those are isolated communities we are talking about.

Mr. Stokes: The people in the south do have alternatives.

Hon. Mr. Carton: I am just telling you the requests that are made are for airports in the south as well as in the north. As the member here says—

Mr. Haggerty: There are isolated areas in southern Ontario, too.

Mr. Martel: Well, tell me of one area that you can't get out of—except maybe off an island.

Mr. Stokes: The minister really doesn't appreciate—

Mrs. Campbell: Can't get out of Queen's Park half the time.

Hon. Mr. Carton: Helicopter.

Mr. Stokes: Let me give an example of an unfortunate situation that happened at Ogoki, which happens to be in Mr. Brunelle's riding. A fellow had drowned while crossing the river and the local people searched for him all night and all the next day, without success. So they phoned the OPP in Pickle Lake and were advised that they would have to seek the assistance of the OPP in Kenora. Because of weather conditions the police in Kenora couldn't get out. But they said they would keep it in mind and would try to get somebody into the community to assist in finding out what had happened to this person.

It didn't happen. And while the people in Kenora were making up their minds if they should go and when they could go, responsibility for patrolling Ogoki was transferred from Kenora to Timmins. Do you know that it took us five months to get somebody in there to assist the community in locating that body? It stayed there all winter.

That isn't an isolated instance. I could pull out my files and show you the problems

that people experience in remote communities. I am not over-dramatizing it. You really have to go there and visit these people and talk to them to find out the problems that they experience. It happens in every area of living up there.

I just can't impress upon you strongly enough how important it is that you get on with this programme to provide a basic level of services. Sure, we're thankful for what you've done so far but all I'm saying is that it doesn't even come close to meeting the needs. You built an airstrip at Fort Severn, which is the most northerly place in Ontario where anybody lives. I didn't land on the strip this summer but I flew over it and I think it's an excellent strip and it's going to be of great benefit to the people there. But it doesn't help anybody else and there are so many of these communities of 300 or 400 people which don't have any services at all. If they can't land on a lake or a nearby river in the summer with float-equipped aircraft or in the winter with ski-equipped aircraft, they've just had it.

Mr. Martel: They're s-o-l.

Mr. Maeck: What does that mean?

Mr. Martel: I can't be bothered to tell you.

Mr. Stokes: If a health emergency crops up, it increases their options no end if they have an all-weather strip. I don't want to repeat myself.

Hon. Mr. Carton: I wouldn't disagree with your comments; frankly, you make good sense. Again, it's a question of dollars. In effect, what you're telling me is we should be spending more on our airstrip programme and I'll make that view known to the powers that be. I can't fault your arguments at all.

Mr. Stokes: Thank you.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Thank you, Mr. Chairman. I want to discuss with the minister and his staff the problems that exist along the Queen Elizabeth Way. Let's talk about Stoney Creek and that intersection. I noticed in your construction project for the Hamilton district that this is finally on its way, I guess. Could you tell me when that will be completed—the Stoney Creek-Queen Elizabeth-Highway 20 interchange complex?

Hon. Mr. Carton: That's the one that's been delayed because of the discontinuance of rail. There was a rail situation there. It was scheduled, as far as we were concerned, some time ago but there was delay because of a railway problem and a discontinuance over which we had absolutely no control, absolutely none. I forget the names of the company.

Mr. A. D. Adcock (Assistant Deputy Minister, Engineering and Operations): Langs.

Hon. Mr. Carton: Langs Food. Until that problem is resolved, it's not in our bailiwick. We can do nothing about it.

Mr. Haggerty: Langs Food? I guess that will be on the right side of the highway coming into the Burlington Skyway.

Mr. McNab: If I may say—

Mr. Haggerty: They don't use that, though.

Mr. McNab: —this traffic circle—

Mr. Haggerty: Is one of the most dangerous?

Mr. McNab: It is. It's one of the most trying for us. We've been attempting for years to get it programmed and, as the minister says, the problems we have had were mainly with the on-again, off-again decision of the railroads as to whether they're going to abandon this line. If they abandon the line it entirely changes the design of the cloverleaf. It goes right across; the structure goes right across—not the cloverleaf, the traffic circle.

Mr. Haggerty: This is right.

Mr. McNab: This goes back to the early 1960s when we recognized this and had it programmed at that time.

Mr. Haggerty: This is what I said about the long delay in getting this constructed. Last summer I happened to be caught in a traffic jam there when one of the large tractor-trailers was upset. It was carrying tubes or something and the traffic was jammed right back to the bridge.

Mr. McNab: It's bad.

Mr. Haggerty: Even if you could put up a sign there or some direction so that when there is such a traffic jam at that intersection people would know they can take a bypass to the other interchange going to downtown Hamilton. What's the name of the street there?

Mr. McNab: I know where you mean; it's Highway 20.

Mr. Haggerty: No, before you hit Highway 20.

Mr. McNab: But to get up on it.

Mr. Haggerty: Yes.

Mr. McNab: The problem there is that if we did that we would possibly be misdirecting them because to go all the way through the city of Hamilton is going to take longer than getting in line and getting around that circle.

Mr. Haggerty: If you had to wait in line there for maybe an hour or two while a traffic jam is cleared up and trucks arrive to pick up the articles which are spilled all over the road, why—

Mr. McNab: That's accidents.

Mr. Haggerty: Accidents? I'm talking about the pipes that these transports carry. It's usually with the transports you have the problems. It takes some time if you have to bring in portable cranes to clean it up. Surely you must be able to move on that.

Mr. Chairman: Order. **Mr. Haggerty**, would you continue? The recording staff are having problems again and I would ask the members and non-members of this committee to govern themselves accordingly.

Mr. Haggerty: The hydro towers have been relocated, have they not, in that particular section? Have they not been raised and changed in there?

Mr. McNab: I couldn't tell you that, maybe **Mr. Adcock** can. But the only holdup, and we still haven't been able to get an agreement, is with the railroad; we are hopeful day by day on it.

Hon. Mr. Carton: We are ready to go ahead as soon as the railroad comes to an agreement.

Mr. McNab: I made a survey to do that before I was in head office, 15 years ago.

Mr. Haggerty: Yes, this is right, it was one of your promises was it not: "It is going to be done"?

Mr. McNab: I wasn't in any position to make a promise.

Mr. Haggerty: I was a little bit concerned about this particular area. Then I suppose we

can travel on down to Lyons Creek Rd.; that's south of Niagara Falls, an interchange by the Ford Motor Co. It is a dangerous crossing in that area.

Really what disturbs me is that of all the overpasses that you constructed east of the Stoney Creek interchange—I'm talking about going down to Beamsville and Ontario St. and all the overpasses that have been constructed there, and then you added the service roads after—why was there such a great need to construct them there when there was a greater need in other areas along that stretch from Stoney Creek down to Fort Erie on the Queen Elizabeth Way? Why all the expenditure in there all of a sudden?

You serviced nothing on that side out toward the lake, then maybe you spotted a few homes out there, that's about all—or there might be a motel there, or a restaurant—but surely there are more important communities in the area that need these interchanges now and not later on?

Mr. McNab: No, the problem we had between Stoney Creek and St. Catharines was mainly based on the fact that that was one of the first four-lane divided highways in North America. It was built at a time when the crossings were at grade. There were very few of the sideroads that had interchanges, in that sense. The accident rate was extremely high for the capacity.

So we had to gain complete control of access to that highway, and this is our accelerated programme—to provide interchanges and close off some of the roads and provide service roads. I know of no highway with similar traffic volume that needed attention any more than that.

Mr. Haggerty: Perhaps I could disagree with the deputy minister on that. I can see your point, but I mean, you just completed the interchange at Niagara Falls and, of course, that was another traffic circle, almost the same as the one you have at Stoney Creek.

I think we are well pleased with the advancement in that particular area, but I'm sure you could have put the service roads along the Queen Elizabeth Way without putting overpasses in some of these areas, because I don't think the traffic warranted it. I'm suggesting where you have Lyons Creek Rd.—unless it will go to the one—I'm sure I've written the minister a letter on it. This is the one that ties in the town of Fort Erie, and borders the city of Niagara Falls on regional road 25—the intersection of Queen Elizabeth and the Netherby road. This is where there

has been a number of accidents, and quite a few tourists use it.

Mr. McNab: The Lyons Creek contract was awarded on Oct. 17.

Mr. Haggerty: You have had the grading done and the approaches to the crossing—it has sat there if I can recall, almost, what?

Mr. Adcock: It was done in 1972.

Mr. Haggerty: Well, going on two years now, and you have no bridge abutments put in or crossing there at all.

Mr. McNab: The contract for the bridge was awarded in Oct. 17, 1973.

Mr. Haggerty: That's for the bridge.

Mr. McNab: That's the preparatory work. The approaches and what not were under—1971-1972?

Mr. Adcock: It was completed in August, 1972.

Mr. Haggerty: You have another one there at McLeod Rd., and that's a bad intersection. There has been a number of accidents there, and this is right in a city. But I don't know why you picked this area west of St. Catharines and spent that amount of money there; you can't tell me the need there was greater than the need in this particular area that I'm pinpointing.

Mr. McNab: I think that our accident statistics and traffic volumes—

Mr. Haggerty: That's a four-lane highway too, you know.

Mr. McNab: —would justify the decision that was made insofar as the Queen Elizabeth Way was concerned at that point. You ask why we build structures on this thing? This is a requirement of the OMB—to provide overpasses so that these people would be able to get from one side to the other.

Mr. Haggerty: Oh sure, your hearings have all been heard on that.

Mr. McNab: That's right.

Mr. Haggerty: They've been advertised for the last, four, five and six years.

Mr. McNab: That's right.

Mr. Haggerty: But still, you haven't put the crossings where the greatest need is, that's the point I'm trying to convey to you. At this one particular site—the intersection of the Queen Elizabeth Way at the town line,

regional road 25—there has been a number of accidents.

I can recall, again, being a member of the county roads board, that this was one of the top priorities of the Department of Highways at that time, that there was going to be some construction there. To this day it is not there.

I can well appreciate what you have done directly in the Fort Erie area, to Gilmore Rd. and right by the racetrack Thompson Rd. and Concession Rd. Of course, this meets the requirements of the racetrack and of the resident in the town of Fort Erie, but there are other locations along the Queen Elizabeth from Fort Erie to Niagara Falls that really need these interchanges now. You completed the one at the Sodom Rd. and that is greatly appreciated.

Mr. McNab: If traffic volumes mean anything, the traffic between Fort Erie and, shall we say, Lundy's Lane, averages somewhere around 15,000. That is the summer average daily traffic. The area that we are discussing, where you are taking exception—

Mr. Haggerty: There is Ontario St.—and I just can't remember them all.

Mr. McNab: —they are 44,000 to 46,000, three times the traffic volume.

Mr. Haggerty: I can travel that Queen Elizabeth Way and I can't see a car coming over them. I don't know where you are getting those figures from. Let's take the Prudhomme intersection. Are there that many cars that cross that intersection?

Mr. McNab: That's 42,000 to 45,000—

Mr. Haggerty: That's in a year, is it?

Mr. L. R. Eadie (Executive Director, Operation): No, that is the summer average daily.

Mr. McNab: And we'll say at Bowen Rd. or Gilmore Rd., 12,750.

Mr. Haggerty: Oh, I think your figures are wrong, I am sure they are. I don't see that many cars using that.

Hon. Mr. Carton: We get the figures and then do the work; we don't do the work and then get the figures.

Mr. Haggerty: I can see the work you are doing around Grimsby and I think that construction is a necessity there, but there are stretches in there that I can't quite agree with that report and those figures, because I don't know where they are coming from.

You must be talking about the motorists who are travelling east and west, not north and south.

Mr. McNab: It is the same traffic, the same—

Mr. Haggerty: You are talking about service roads there now.

Mr. McNab: The same traffic volume, the same system of traffic.

Mr. Haggerty: I don't even see that many cars standing out in front of Prudhomme's Garden Centre Hotel.

Mrs. Campbell: They sent Mr. Cass over to do the investigating, I am sure.

Mr. Haggerty: No, but I still—

Mr. McNab: I will make a little bet with you.

Mr. Haggerty: Pardon?

Mr. McNab: I could make a little bet with you.

Mr. Haggerty: Well, we should drive that.

Mr. McNab: I'll drive it with you, but I would like a little bet.

Mr. Haggerty: You said there were a number of accidents. What are the accident rates then?

Mr. McNab: At what location?

Mr. Haggerty: Say at McLeod Rd.

Mr. Adcock: The collision rate is 1.9, which is very low.

Mr. McNab: All right, compare it with around Jordan.

Mr. Haggerty: Of course, at the McLeod Rd., where there is an overpass when you cross the railroad track, there is a police cruiser that sits there all the time just waiting for cars coming out of the Ford plant.

Mr. McNab: You don't have the figures?

Mr. Adcock: No, we don't.

Mr. Haggerty: I suppose the light there helps a little bit, doesn't it?

Mr. McNab: The figures we have here are after the improvements.

Mr. Haggerty: After the improvements? I was looking for them before.

Mr. Adcock: At the Stoney Creek traffic circle it is 6.3, which is quite high.

Mr. Haggerty: That is what I said. The railroad is there but you still have the power, if you want to move on it, to get in there and do something at that intersection.

Mr. McNab: Move the railroad?

Mr. Haggerty: They don't use it that much.

Hon. Mr. Carton: They have a law suit on with Langs Foods.

Mr. McNab: The CNR.

Mr. Haggerty: Can't they bring it in from the Burlington—

Mr. McNab: The railroads will do whatever they are going to do when they have time. They are most difficult.

Mr. Haggerty: I agree, that is right.

Well, I thought I was going to get something done on that town-line road there, but apparently not.

Mrs. Campbell: Send a petition.

Mr. Haggerty: I will have to write the minister another letter.

Mr. McNab: What's the town-line road?

Mr. Haggerty: That's the Netherby and Queen Elizabeth Way regional road 25. What I am concerned about, Mr. Minister, of all these studies that we have had down in the Niagara Peninsula—the Niagara-Lake Erie transportation feasibility study report; you've got a study on the Niagara region, that's another report; you have one on Highway 406, that's another report. These reports have been going on for quite a while now. You have had quite a bit of dialogue with the persons concerned with relocation of certain highways in the area, and I just wonder how much more dialogue you are going through. When are you going to bring in a decision, particularly in regard to the tunnel in the city of Port Colborne? This has been in the planning stages since 1966, I believe it was, an engineering study—that would be by Smith—

Mr. Eadie: Damas and Smith.

Mr. Haggerty: Damas and Smith report, I believe. Well, you constructed two in the city of Welland.

Hon. Mr. Carton: I understand public meetings are going on now, or will be very

shortly. The decision will be made at that time, but I don't know what kind.

Mr. Haggerty: Well the decision, the site of the tunnel itself has been already accepted by resolution of the council of the city of Port Colborne back in—

Mr. Adcock: Yes, we are pretty well established as to the current—

Mr. Haggerty: That is pretty well established. Right. Well, this is the point. When are you going to get on with it—with the construction? I understand there is agreement with the St. Lawrence Seaway. I don't know what the cost-sharing deal is with the province and the St. Lawrence Seaway or the federal government, one of the two.

Mr. Adcock: Yes, there is an agreement, a blanket agreement with the St. Lawrence Seaway Authority about building all the tunnels whenever they may come about. The details of how much the St. Lawrence Seaway Authority will be obligated in Port Colborne escape me. It is not one of the standard ones. Most of the previous tunnels were built on a basis of 50-50, or in the original Thorold agreement it is 33½ and 66½ to the province. This one, I think, was a little different as I recall. It had something to do with the number of lanes they would be responsible for and the number of lanes we would be responsible for.

Mr. Haggerty: Well, this is right. We would be carrying provincial highway traffic through from Buffalo to Detroit. You would have no indication when you think construction will commence?

Mr. Adcock: No, sir.

Mr. Haggerty: Nothing? Surely you must have something from all these studies that have been going on. There has been one study after another. Now there is a problem there and frustration for the citizens of the city of Port Colborne who have to wait to cross that canal. And, of course, the relocation of the canal there has just speeded up the boats moving through the system. Of course these boats are being built longer and wider and it takes them a little longer to navigate the locks in the city of Port Colborne. That means both bridges can be up at the same time. You talk about problems in northern Ontario; they are nothing like those in the city of Port Colborne. You can't get an ambulance across the canal when both bridges are up. You can't get the people

to the hospital. Now surely you must have something more definite than that.

Mr. Adcock: We have nothing as yet programmed for construction of the tunnel.

Mr. Haggerty: That is hard to believe. It has been six years. I remember, and I keep repeating this, when the Great White Chief of the Province of Ontario—who was it? Frost at that time, I believe—noted that construction had commenced at Thorold, he said "Welland and Port Colborne will be next and we will have those completed in the Sixties." Here we are in the Seventies and we still have nothing.

Mr. Martel: It took us 35 years to get a goat trail to Timmins.

Mr. Chairman: Order. Mr. Haggerty.

Mr. Haggerty: As I said, I'm a little bit shocked that they haven't any more information concerning the tunnel in Port Colborne. What will happen then to this new proposal in the Nanticoke area; to the new city that is supposed to be constructed there? What about the new development that has been completed by Ontario Hydro, the new development of the steel company there? And Stelco, as I understand it, should be almost ready to commence construction in that area. In the proposal, I believe, of the roads studies completed in the Haldimand-Norfolk areas there is a proposed four-lane expressway from Nanticoke which will connect with Highway 3, the expressway, freeway or whatever you want to call it.

Hon. Mr. Carton: Mr. Bidell can fill you in on Nanticoke, Mr. Haggerty.

Mr. W. W. Bidell (Assistant Deputy Minister; Planning, Research and Development): As far as the Nanticoke development is concerned, there has been no decision made as to what kind of road facilities will be required. This is in the process of being negotiated, in conjunction with the people from Stelco, and the people from the local municipalities. Together we will come up with the system that will be required to handle this traffic. But at the present time there is no plan with respect to any freeway in this area.

Mr. Haggerty: Well maybe you are not aware. This might have been in the Haldimand-Norfolk report. As I interpret it there was a four-lane right of way proposed which was to skirt the town of Dunnville and run into Wainfleet township to tie in with High-

way 3. I think the right of way was around 283 ft. or 300 ft.

Mr. Bidell: Was this a right of way that the ministry, or the old Department of Highways at that time was—or are you referring to the concept study that was prepared by Treasury, Economics and Intergovernmental Affairs?

Mr. Haggerty: Well, the MTC role, I suppose, because you had some impact.

Mr. Bidell: That was a concept study. And, of course, the final details of the future development will determine what transportation facilities will be required. Now I think you are aware of the fact that the location of the future townsite has not been determined as yet. So therefore, until that is done it would be impossible to establish the final transportation requirement.

Mr. Haggerty: Well, that raises the point that I want to come to. Suppose at this site, construction will take place within three or four years. You are going to have to have highways and so forth built in that area. If you are going to tie in—which you will have to do, no doubt about it—with Highway 3, there is going to be an increase in traffic flow from Highway 3 through to Detroit or Windsor. What happens then if this tunnel is not constructed in conjunction with all this proposed additional construction west of Port Colborne, up in the Nanticoke area? You are going to create quite a problem in that area if you are not going to get on with the construction of this tunnel.

Mr. Bidell: We recognize the potential urgency of the situation and as soon as the final data is available, then I guess whatever decisions will have to be taken at that time will be taken.

Mr. Haggerty: With all the feasibility studies that are being carried on now within the region, I suppose this adds another problem too with this particular Nanticoke development. What impact will it have on the Niagara region, at places such as Fonthill, the town of Pelham, Highway 20?

Mr. Bidell: These needs, as I said, sir, are in the process of being identified at the present time. That is precisely the reason why things such as feasibility studies are done prior to the time when construction will actually take place—so that we would be in a position to move once the needs manifest themselves.

For example, the feasibility study regarding the Port Colborne tunnel—if one were to wait until we could definitely state when it would be required, it would be too late by that time. So that's why these feasibility studies are done considerably in advance of when the construction requirements manifest themselves. Then we can be in a position to proceed with detailed design and the awarding of the necessary contracts.

Mr. Haggerty: But you know yourself, though, I think, Mr. Chairman, that many of these studies that are being discussed now in this particular area—if you look at these reports that are out already—for example, let's take the tunnel site in the city of Port Colborne. This was passed and accepted by resolution of council. They have had numerous discussions with the general public there. There were no changes made in the location of the tunnel. It still was by resolution of council and by what previous engineering study had said. This is where it should be. There have been no changes and there has been much dialogue. There was an input by local citizens, telling them to change the site and that, but still it was that site. You can see the same thing with all these other studies where the reports are out now. You can have your dialogue with the citizens and that, but actually I don't think you are listening to them.

Mr. Bidell: Oh, I would disagree with that, sir. In our feasibility study process, public participation and the views of the public are very much taken into account. We have many examples of that in recent times that show that.

Mr. Haggerty: We can go back, for example, to Highway 406. How this ever came about I don't know. Here it starts at the city of Welland. It is supposed to connect up the southerly section of the peninsula from Port Colborne down to St. Catharines yet it ended up right at the Pen Centre, one of the largest shopping plazas in Ontario. It ended up right there and I don't know if it is going to continue farther down to the Queen Elizabeth or not. Yet that was the intent of 406. It was to continue there.

We've got numerous dialogues with citizens' groups protesting the present move by the ministry to continue with it. Is it just going to sit there? I am sure you have had resolutions by local councils—for example, from the city of Welland—wanting 406 completed to four lanes almost within the city of Welland, because there is a great need for

it. But for some reason, it stops around Beaver Dams, I believe it is, which is four lanes. Then it goes down to a narrow two-lane highway and some serious curves have been put in there, causing a number of accidents. Has the ministry given any thought to building that to the four lanes as it should be down to Merrickville Highway?

Hon. Mr. Carton: Mr. Haggerty, are you suggesting that we shouldn't have public hearings?

Mr. Haggerty: No, I am suggesting that you should have them before you make up your minds as a result of studies. The point I'm trying to make is that the decision has already been made as to where that tunnel should be located, you've had local participation by the citizens who are concerned about it, but there has been no change made regarding where the road should be built. It's still on the basis of the original engineering proposal.

There are some other aspects that I suppose we'll have to consider if we're going to be involved in an energy crisis. Consideration should be given to a bicycle pathway in the tunnel, for instance, and things like that which have never been considered before. I suppose there are many changes that will have to be made to some of the proposals.

Of course, if they remove the two bridges in the city of Port Colborne how are the pedestrians going to get across? Are they going to walk down through the tunnel or are you going to put in some type of speed train to move them through the tunnel, which will be almost a mile long?

All these things will have to be taken into consideration; and I don't think any of them have been discussed at any of these hearings. Of course, some matters have been discussed and thrown out. It's too costly to put a bicycle path in there or to put escalators in the tunnel for pedestrians. But there is a definite need for a tunnel there, and if you don't move on it I just don't know how the people are going to get across.

The people in northern Ontario talk about the problems they have, but they should be in the city of Port Colborne. The city almost has to have dual services. They have fire equipment on both sides of the canal. They now are almost at the stage where they will have to build another water treatment facility on the east side. The line isn't large enough to carry it under the canal at the present time; and there's no way that they can get it across unless a tunnel is constructed that will provide space for utilities. So I hope that

utilities will be considered for the tunnel. I think a tunnel is long overdue.

There are many improvements that can be made in the area. For instance, we talk about Highway 406. But I've suggested in the past that maybe we should be looking at rapid transit for that area to carry the people from Port Colborne and Welland down to St. Catharines. It's the only way that people have to get to Toronto.

You talk about an area to get out of; you get down in that area around Fort Erie and there's just no possible way that you can get out. The train service is for the birds. There's no such thing as a train service between Fort Erie and Toronto. I would ask the minister, when he is proposing additional funds for GO trains, GO buses and dial-a-bus service in Toronto, that some consideration perhaps should be given to putting in some type of a bus terminal in the town of Fort Erie. Buses go through there but there is no place for the citizens to wait; they have to stand out in the cold. I'm thinking particularly of the Peace Bridge; that would be a good place to establish a tourist centre along with a bus terminal.

Mr. Stokes: The member for Welland (Mr. Morningstar) said everything was fine there.

Mr. Haggerty: He should be here to talk about Highway 406.

But these are some of the problems we have. They're not that great, but I think further consideration should be given to the area. I'm afraid that if you don't move in that area, especially when one considers the huge complex that is planned at Nanticoke, you're really going to have traffic congestion in that area. I think you're going to have to move quickly on it.

The other matter I could discuss is the matter of STOL aircraft, although I don't think you have an item here for STOL aircraft. There is, however, an item for airstrips development. There are a number of small municipal airports in the region, including one at the Welland airport; and Fleet Manufacturing has a good hard-surface airstrip there now. There have been a number of discussions on STOL aircraft service for that particular area.

There have been some discussions about a larger airport in the Niagara Peninsula, and there was a discussion about locating it in West Lincoln. Apparently, somewhere in the planning stage for the regional municipality of Niagara, one of the planners decided there should be an airport at West

Lincoln, I believe. Of course, that got the people there up in arms.

But there is a good airstrip in the city of St. Catharines which would handle STOL aircraft. It would even handle a small jet, but I for one wouldn't want to see a jet airport in the Niagara Peninsula. I happen to live in an area that is right under the flight pattern for the Buffalo airport and the Niagara Falls, NY, airport, and I have enough problems with the noise from the jet aircraft.

I understand that STOL aircraft create fewer noise problems. They can carry up to 48 passengers and there also are smaller STOL craft.

I just wondered, perhaps, if the minister had given any consideration to advancing this line of STOL airports throughout the Province of Ontario.

I think there is good need for them. I think they can serve the Province of Ontario very well. The huge jetliners require lengthy runways but a STOL aircraft uses 2,000 ft and less. This also would mean less expenditure to the taxpayers in the Province of Ontario.

Hon. Mr. Carton: Will you be much longer, because you are on the wrong vote?

Mr. Haggerty: Oh, I am sorry. I thought we were discussing airstrip development, and I thought I could—

Hon. Mr. Carton: In northern Ontario.

Mr. Haggerty: —get a little money out of the province here even for a study back in that area. That's all I was asking: Have you given any consideration to a study of the Niagara district, to determine the feasibility of using such a type of aircraft facilities there?

You know, the people have to get to the larger airport centre in Toronto, and, as I understand it, the STOL aircraft will mean in a 100-mile radius, a reduction of about an hour and a half in travelling time.

Hon. Mr. Carton: Mr. Davoud will speak on that later. I don't want to get into it now, but, Paul, isn't there a demonstration taking place next week for the mayor of Kingston on STOL?

Mr. P. Y. Davoud (Director, Aviation Services): Yes, de Havilland has been picking up groups of mayors and city corporation people and bringing them from several smaller centres into the Island Airport.

The federal Ministry of Transport has just finished a technical study which indicates that with the right kind of installation of the ground—the approach system—the right kind of installation on the aircraft and a certain type of aircraft which has a capability of manoeuvring and landing short, technically it is possible to use the Island Airport for certain types of service. That is why de Havilland has chosen at this time to bring various groups in just to show them the possibilities.

Mr. Haggerty: Yes, I was at one of the meetings that de Havilland had in the town of Fort Erie and it was discussed then that they thought that the Island Airport could handle STOL aircraft.

I believe there was an article in the Globe and Mail the other day that they thought it would be suitable for that type of aircraft to bring people in from the smaller communities in Ontario without getting in a whole army of jet aircraft. Well, has the minister—

Hon. Mr. Carton: Well, can we get on? If there is going to be a discussion, I would prefer it to be under the other vote because some other people may be coming in and want to talk on that, if you don't mind.

Mr. Haggerty: Well, I was just wondering—

Hon. Mr. Carton: I thank Mr. Stokes for holding that up, but I know the reason for it, Jack. You want to be sure to get on record what we are doing in southern Ontario, then tomorrow you are going to get on to northern Ontario, I know.

Mr. Haggerty: Well, I was just wondering if you had any—

Mr. Martel: Just thought you might have to building a bridge to the island.

Mr. Haggerty: Well, then, I suppose we could go down to the next one, down at the bottom there, it says "sidewalk construction." That is a small item, but there had been a problem in the city of Port Colborne on Highway 58, and I believe Mr. Bidell is aware of the problem there.

Mr. Bidell: Pardon?

Mr. Haggerty: Highway 58, the intersection of Highway 58 and, I guess, it is part of Highway 3 yet. I guess there is some arrangement made with the city of Port Colborne that although the ministry went in and completed that part of the highway to certain standards, it would revert back to the municipality.

But it is still carrying through traffic through the city and the problem is with the shopping malls that are being constructed in the area, particularly along this Highway 58. There is a school crossing there; there's a church and there are other matters; actually the community is divided by Highway 58. I was wondering if consideration could be given for some type of a sidewalk construction in that area along Highway 58 to get these youngsters off the roads instead of having them walk along the roads and perhaps getting hit by an automobile. That would be north of Highway 3 going to Welland; that portion right up to Barrick Rd. Let's put it this way. You must build sidewalks along the highways, right?

Mr. McNab: It's a municipal responsibility.

Mr. Haggerty: You have got sidewalk construction, \$50,000, here.

Mr. McNab: That's for townships and rural areas. We will build sidewalks on a connecting link if a sidewalk is disrupted by the construction. We will replace it, but the building of sidewalks in the normal sense that you are talking about is a municipal responsibility.

Mr. Haggerty: It is? They lost out when they went into regional government because it was a township before.

Mr. McNab: Was it a rural township?

Mr. Haggerty: It was before they went into regional government and then it became part of the city of Port Colborne. This is why I think you can get beat on the regional government in some instances. You don't have any programme at all for assistance to—don't you feel that the department should have some responsibility for constructing sidewalks along certain highways? Who else can build it there? It is your property.

Mr. McNab: Not necessarily. We will allow them to build it if they want to. Generally, they can build it back of the highway limits.

Mr. Haggerty: They can, can they? You won't assist them at all?

Mr. McNab: It is for the movement of pedestrians.

Mr. Haggerty: Yes, this is right; that is what it would be put there for. But there is nothing there to provide for these schools. There are two schools right along this highway and there is nothing at all, even to

educate the children to walk the sidewalks along the road. They get out in the middle of the road.

Mr. McNab: There are all kinds of sidewalks in all cities. They are taken care of by the municipalities under local improvements. I am not saying it shouldn't be done or anything. It is not our policy nor has it ever been.

Mr. Haggerty: Have you given it any consideration? I have seen along the Queen Elizabeth Way that you have a footpath, you might almost call it; it's an elevated footpath across the Queen Elizabeth Way to take the pedestrians across.

Mr. McNab: Yes. That was built by the municipality.

Mr. Haggerty: It was? I am thinking of this one particular shopping mall.

Mr. McNab: That's right.

Mr. Haggerty: This was built by the municipality? It is out in Mississauga somewhere.

I didn't get any comments back on Highway 406. Has the minister any plans for constructing that to a four-lane from Beaver Dams to Merrittville Rd?

Hon. Mr. Carton: The whole problem of the 406 in that area is awaiting resolution and studies will be done to the end of this year and I promise a decision as soon as studies are completed. The Niagara-Lake Erie transportation study will be completed in December of this year which is not that far away. At that time I'll have a—

Mr. Haggerty: I thought the deputy minister had something else he had whispered but I didn't quite hear it.

Hon. Mr. Carton: He didn't say.

Mr. McNab: I said I was going to get him a better quality of cigar.

Mr. Haggerty: I see.

Mr. Chairman: Have you completed, Mr. Haggerty?

Mr. Haggerty: I could probably think of something later on.

An hon. member: Well, if you don't—

Mr. Haggerty: I didn't get much help, no encouragement whatsoever, and I am rather disappointed.

Hon. Mr. Carton: I have listened.

Mr. L. A. Braithwaite (Etobicoke): I am surprised. The minister is so co-operative.

Mr. Chairman: Mr. Germa.

Mr. Martel: I thought I was on this list the other night or have you drafted a new list?

Mr. Chairman: Mr. Germa is substituting for Mr. MacDonald.

Mr. Martel: I am not asking about who is substituting. I am asking what happened to the list from the other night?

Mr. Chairman: Mr. Germa.

Mr. Germa: Mr. Chairman—

Mr. Martel: With the greatest respect, Mr. Chairman, would you at least have the decency to answer the question?

Mr. Chairman: We asked for substitutes before we began the meeting this afternoon.

Mr. Martel: That isn't what I asked. I asked what happened to the list from the last day, that's all; the order of speakers from the last day. Will you kindly tell me what happened to that list?

Mr. Stokes: What he is saying is that—

Mr. Martel: I don't care what he's saying. I want him to answer the question I am asking.

Mr. W. Newman (Ontario South): Each day there is a new list.

Mr. Chairman: We are taking the members of the committee and then other members.

Mr. Martel: You have changed the rules, have you?

Mr. Chairman: No, I haven't changed the rules.

Mr. Martel: Every committee has a new set of rules. If you sit in the—

Mr. Chairman: No, those are the rules. Mr. Germa can proceed.

Mr. Martel: No, all I'm saying is if you sit in on one committee, it is one set of rules, depending on who the chairman is, and when that chairman moves out and another one occupies the seat that was vacated, there is a new set of rules.

Mr. Chairman: Mr. Martel, be patient. You are not far off. Mr. Germa.

Mr. Germa: Mr. Chairman, I would like to talk about the feasibility studies, particularly one which is presently going on on Highway 17, going east out of Sault Ste. Marie. These feasibility studies—and I have attended several of them, not particularly in this area but in other areas closer to my bailiwick—seem to generate more heat than light. It is like poking a stick in a hornet's nest.

Certain decisions have been made and the department, through the feasibility study which seems to be more manipulative than informative, comes out to the area and begins to try to sell a plan which has already been conceived by some politician somewhere. I think this is precisely what is happening with the problem of Highway 17, east of Sault Ste. Marie.

The feasibility study defines a certain corridor from one to four miles wide. That indicates to me that the people have only limited capability of having the highway built to what they consider would be in their best interests, when the decision is already made. I'm of the opinion that the corridor designated in the Highway 17 feasibility study is completely wrong. I don't see why you have to stay on old Highway 17.

Hon. Mr. Carton: We're not.

Mr. Germa: You're staying within a defined corridor—one to four miles from Highway 17—and we know that this particular route which goes south along the lakeshore is going in the wrong direction. The ultimate aim is to move traffic from Sudbury to Sault Ste. Marie. Highway 17 is the Trans-Canada Highway. Highway 17 is not a road, in my mind anyway, when it's designated Trans-Canada. I think its prime importance should remain as the Trans-Canada Highway and it should not be a feeder road to service local traffic. The impetus on this corridor seems to be to service commuter traffic from St. Joseph's Island to Sault Ste. Marie. That's not related to Trans-Canada problems at all. I think by defining the corridor as servicing St. Joseph's Island—I don't know where the pressure has come from—

Hon. Mr. Carton: Where is St. Joseph's Island?

Mr. Germa: That's 548. Maybe I'll bring you up to date on where the study is.

Mr. Haggerty: You have a picture of that ferry in your office.

Mr. Germa: I thought you were familiar with this, Mr. Minister.

Hon. Mr. Carton: I am.

Mr. Germa: Highway 548 services the big bridge we built there last year to service St. Joseph's Island.

Mr. F. A. Burr (Sandwich-Riverside): We built it.

Mr. Germa: Yes, we built it.

Mr. Martel: We paid for it.

Mr. Stokes: I think your name is even on the bridge.

Hon. Mr. Carton: I believe it is.

Mr. Braithwaite: The Carton Bridge, that's a good one.

Mr. Germa: This is the thing we're talking about. When you look at the map you see that this highway is running dead south for many, many miles—the present Highway 17. It follows the lakeshore south and then follows the St. Mary's River going east. I think we're heading east and we should try to get away from going south as much as possible, because that's Trans-Canada. I think that's where a lot of the heat is coming from.

Hon. Mr. Carton: Excuse me, Mr. Germa. Has this representation you're suggesting been made at the public meetings?

Mr. Germa: Yes.

Hon. Mr. Carton: That a new corridor—

Mr. Germa: I'm coming to that, Mr. Minister.

Hon. Mr. Carton: Okay.

Mr. Germa: I think you have received correspondence from a gentleman—

Hon. Mr. Carton: Oh, the deputy reeve or the councillor up in that area?

Mr. Germa: Yes, he submitted a map. It was addressed to yourself and it's signed by Alvin J. Borboy. This gentleman undertook to tramp through the woods and fly through a corridor, and he's even submitted a map. This map that he made up makes eminently more sense than what is going on. We have a large deviation here following the lake south at right angles where this man cuts across. Certainly, he's not going to serve the campers

who have a camp on St. Joseph's Island and who commute to Sault Ste. Marie. I was saying first that Highway 17 is Trans-Canada and we should look at a longer area of study so that we're going, generally speaking, in the right geographic direction throughout most of our construction period.

Hon. Mr. Carton: As I understand it, though, Mr. Germa, and I'm somewhat familiar with the problem, the particular plan that you are espousing there now, really hasn't met with local approval.

Mr. Germa: Well, the plan—

Hon. Mr. Carton: It is only he who agrees with that plan, as far as the local elected people are concerned.

Mr. Germa: Maybe the local elected people want to enhance land value by bringing a highway through there. But the point I make is that the Trans-Canada Highway is not a local-traffic highway. I think it should be aimed at high-speed traffic (a) Sudbury to Sault Ste. Marie—if it is going to be four lanes—and (b) trans-Canada. That's the first criterion we have to keep in mind. Sure, there are some camp operators who would benefit by the present study route and some land values would be enhanced on St. Joseph's Island, but I'm not too interested in serving campers on St. Joseph's Island or enhancing land value on St. Joseph's Island.

Hon. Mr. Carton: Mr. Germa, Mr. Bidell just pointed out to me—and I read this last night in answer to your leader's (Mr. Lewis) query about this feasibility study. What you are suggesting now is in fact why the area was extended to Desbarats—

Mr. Germa: I realize—

Hon. Mr. Carton: —so that they can have a look at this suggestion of yours.

Mr. Germa: Desbarats is just another 10 miles down the road. I would like the feasibility study to go from Thessalon to Sault Ste. Marie. I think we would then get away from parochial interference or concerns too much—and we'd zero in on high-speed movement of transportation. The feasibility studies didn't really indicate what was going to happen to these towns if we go through them on the present route. If we twin Highway 17 through the towns we could wreck the towns.

Hon. Mr. Carton: That's right.

Mr. Germa: And if we do move it away from the towns on a northern route, what is

the impact on the towns in that instance? If those answers could be provided, then it would generate more light than heat—because right now we are just generating a lot of heat.

This will continue if we insist on following the lakeshore through the two Indian reservations. I am sure you must be familiar with the population patterns along there. They are now clustered on a narrow strip—let's say the Garden River reserve. You've got the lakeshore, you've got the highway then you've got the Indian settlements—and I think that lakeshore property shouldn't be further desecrated by highspeed highways. I think it has to go farther north. You have to get away from that crowded area. Why are we crowding right along the lakeshore, disrupting the present population and desecrating what might be a reasonable recreation area? Shoreline properties are going to become increasingly valuable as our population grows.

Mr. McNab: Sir, may I ask a question—just reverse it here? Are there many people, say, between Desbarats or coming back farther—you would suggest we come back to Bruce Mines or Thessalon—

Mr. Germa: Yes.

Mr. McNab: How many small business people depend on the Trans-Canada Highway for their livelihood? I'm thinking of gas stations, restaurants, the type of business that caters to travel.

Hon. Mr. Carton: The strip businesses.

Mr. McNab: In a lot of cases with the bypass type of highway you are suggesting, we can create quite a serious economic handicap for the people in an attempt to help them. Now I'm asking—I'm not acquainted with it as recently as you.

Mr. Germa: First of all, it is presently a reasonably slow-speed road. Driving times are long and people tend to stop now and use the local gas pump and the local merchant and the local restaurant. But if you put up a four-lane, high-speed highway through the community, I then think people are not so prone to stop. So whether you go right through the town or whether you bypass the town, I think the impact would be the same.

Mr. McNab: At present, people are stopping. They would possibly stop from a four-lane highway in close proximity—presuming that we could get it in without destroying the place. If not, how would the townspeople replace their livelihood?

Mr. Germa: Well, these are the answers which haven't been forthcoming at these feasibility study meetings.

Mr. McNab: I think these study meetings will bring this out. Unquestionably they will. If you are going to bypass it by a mile you might as well bypass it by 15 miles.

Mr. Martel: Well, what have been the effects of other bypasses?

Mr. Germa: This is the point I am trying to make, Mr. Minister and Mr. Chairman. I am a little restaurant operator, say, in Thessalon, and I come to this feasibility study meeting. I am flying by the seat of my pants because I am not familiar with what has happened when other highways have been constructed in other areas of North America. Now, I think the ministry must have information from experience. And this is the kind of thing that it should be able to tell this person. He is either going to be destroyed or he is going to be expanded. He should know what is going to happen if the ministry does this and if it does that. You cannot rely on the opinions of a small merchant who is not familiar with traffic patterns or what happens to traffic when a certain thing takes place.

Mr. McNab: Well, we have found this out in a general way, and the same would apply up there. It is the same experience that they find all over the US under similar circumstances: that we bypass places only when we have to because of the traffic volumes and the absolute impossibility of getting through. There are unquestionably many places, particularly in remote areas, where business people have been left high and dry because it was necessary to move a highway away from them. People will not get off the road any great distance with any regularity.

I think a good example of this would be when we relocated the road south of Fort William down to Pigeon River. We had a great deal of difficulty there. There were two or three establishments that were left high and dry. These were local establishments which had been in the families for many years and had been doing a good business. They were left completely away from the mainstream. This is one thing that I would hope the hearings would bring out.

Quite frankly, when I look at this situation, I would be very surprised if the majority of the local people—not one or two people, or people who are just interested in getting

through in a hurry—were not strongly against the line that you are suggesting. This is just a guess on my part from 1,000 miles away, more or less.

Mr. Martel: It must have hurt the municipality of Gogama rather badly, then.

Mr. McNab: It is possible.

Mr. Martel: Well, it is the only road.

Hon. Mr. Carton: We are having a look at that.

Mr. Martel: You are having a look at that? This is the only municipality on the road and you moved Highway 144 at least a mile or a mile and a half to the northwest.

Mr. McNab: Maybe we hadn't any alternative.

Mr. Martel: Well, the old highway—

Mr. McNab: But here, as I said, we have this alternative. The Trans-Canada Highway goes from Ottawa through Perth and Madoc, across to Orillia and then up Highway 103 and 69. All that east-west portion goes through all those municipalities. Some of them are bypassed just slightly—in areas like Madoc, I suppose. It goes through Perth on the northern limits. But this isn't unusual. I admit it is a few miles out of direction there. But it is better than taking off at Desbarats. This is one of the things to which rather serious consideration has to be given. I would agree that the study and the study discussions should bring this out and I would be extremely surprised if it didn't. If we are going to bypass just a few hundred yards, we get all kinds of protests from people—and I have every sympathy for them—whose livelihood goes right down the drain.

Mr. Germa: I agree that there are two things that have to be weighed. When we are talking Trans-Canada we have a concept of a certain kind of road. I mean, I think I have. It is a road from the Atlantic Ocean to the Pacific Ocean. It is a high-speed road. It is a road for moving on.

A hundred years from now I think Trans-Canada should mean something. It means very little now. Most of it is just goat trail across the northern part of Ontario anyway—well, Highway 17 is. Look at the accident rates on Highway 17, particularly in the winter time. When somebody says this is trans-Canada and obviously designated Trans-Canada, it's really not. It's a big name, Trans-Canada. It excites me when I think about

the concept of this mighty highway, four lanes going right across our country.

When you drive it day after day, you wonder just what is going on here. You've got to weigh that concept against the problems of serving the local restaurant operator or people who live in the local towns. Certainly I realize this, but which has precedence?

Mr. Stokes: See the difference once you hit the Manitoba border. Even the shoulders are paved.

Mr. McNab: Get off the main stem and see how many roads are paved north of Winnipeg, up north of the Trans-Canada Highway.

Mr. Stokes: But they don't call that the Trans-Canada Highway.

Mr. Chairman: Order. Mr. Germa.

Mr. Germa: Another thing when we are thinking about highways is that we first have to determine if they are warranted. I have not seen any traffic counts which indicate that a four-lane highway is required between those two points under study. There are some very active people along the north shore route, like the mayor of Espanola, who will publicly state that we don't need a four-lane highway between Sudbury and Sault Ste. Marie. His position is that with a lot of passing lanes and a little bit of correction we could probably live for many years without the great expense of twinning the highway. So everyone is not necessarily in favour of paving the whole world. The point I am making is, have the traffic counts indicated—and I understand that you have to have say, 10,000 cars a day to justify a four-lane highway—that this is justified?

Mr. McNab: In the case of Highway 17 east of Sault Ste. Marie, out certainly to beyond Desbarats in any event, the traffic volumes are rising very rapidly. They are now at the point where a four-lane arterial highway is completely justified. We are experiencing on that stretch of highway across there one of the most rapid increases in traffic in the northern area, other than on class A highways, particularly as a tourist road with trailers and campers and what not. It is going up at a very rapid rate, above the provincial average.

Mr. Martel: What about from Desbarats eastward?

Mr. McNab: A lot of it drops off at that point. The areas that require treatment first are 25 miles or so west of Sudbury—

Mr. Haggerty: That would be the Whitefish Bay area.

Mr. McNab: —and east of Sault Ste. Marie.

Mr. Martel: Yes, I saw the passing lanes put in this year

Mr. Germa: Mr Chairman, I presume this traffic count has been separated from local commuter and through tourist traffic. This is where I say that certainly this present route will serve the commuter from St Joseph's Island to Sault Ste. Marie, but does it necessarily serve the long-distance traveller?

Mr. McNab: It's all traffic, sir.

Mr. Germa: Well, I realize that, sir, but if the tourist is pulling his camper from Sault Ste. Marie to Sudbury, does he necessarily want to go down to St. Joseph's Island? Is there a more direct route?

Mr. McNab: As the crow flies, yes. But I can say that we cannot afford—and I say "we" meaning the people of this province—to have a road covering the same general area. A four-lane Trans-Canada Highway in that area would probably carry 2,000 or 3,000 cars, where the existing line of Highway 17 is carrying about 12,000 or 13,000. The point I am making here is that the majority of the traffic on all of these roads, when you consider it on a yearly basis, is local—that is, percentage-wise—say 75-25 or something like that. It is most difficult to justify it economically, even when you consider the north in isolation, having roads relatively parallel between the same directions and neither one of them serving up to capacity.

Mr. Germa: Everyone is not as happy with what's happening on there as you say. You say that a lot of local officials have indicated that they are quite satisfied with it.

I could read the last paragraph of a letter which was addressed to my leader, Stephen Lewis, and signed by the chief, Noah Jones, and council of Garden River Indian Reserve No. 14. The tone of this paragraph will indicate that they are quite upset with what's going on. He ridicules the whole thing. He said there was an information centre where information was given out, but there was no opportunity for him to have input. It was just a one-way street. He said:

We will make our intentions and our demands known only to the minister when

and if he visits our reserve. Until then, we will not disclose our demands to anyone else. Thus, all the planning and feasibility studies now in progress will be useless if it is against our intentions and demands.

That shoots a hole in the statement that everybody along the strip is pretty happy.

Hon. Mr. Carton: No, no, no. I didn't say anyone was happy. I said that the people were not happy with the plan that you seem to espouse. I just don't think the people are happy no matter what you do, quite candidly, because everyone has a different opinion. But I specifically made the point that the plan prepared by the councillor did not even meet with the approval of his own council.

Quite candidly, Mr. Germa, along the existing Highway 17, a quite frankly do not see how you could four-lane it. I really don't. I have heard now for a couple of years about four-laning from Sudbury to the Soo. In my layman's understanding of four-laning, I thought it would be adding two lanes on to make four. But that's not the way it can be done. I think a lot of people thought that, if they were honest with themselves.

They thought that in the old days: When you wanted to put a road in, you put a road in; if you wanted to make it four lanes, you made it four lanes. But in today's climate of public participation and consulting with the people, it just can't be done.

I agree with you that the people on Highway 17 are not happy, and I don't blame them. So that's why we are having a look at the corridor. Even on the corridor aspect, I know areas where we are studying two or three corridors—if there is a group up there that has a corridor that it thinks should be studied, and it shows merit. It doesn't necessarily mean that the corridor as presently outlined appears to be the best one, but there are other corridors and studies that go on.

Believe me, every time, if you had three corridors in that area and were studying and evaluating the three corridors, you would have 10 different points of view on each of the corridors. It is not an easy thing to resolve.

So your point is well made, the people on Highway 17, are not happy. I agree with you, I didn't want to leave that on the record, because I know that that's the case. That's why we are having a look at the new corridor for a new highway.

Mr. Germa: You are really saying that it is impossible to build a highway in today's world without generating a lot of heat.

Hon. Mr. Carton: I suppose that is in effect what I'm saying. I have many decisions to make in the next few months—the Brantford Expressway, the St. Catharines 406 that Mr. Haggerty mentioned, and you know the Scarborough Expressway in Toronto and the—

Mr. Martel: Spadina.

Hon. Mr. Carton: —infamous Spadina Expressway. And in today's climate, all this ministry can do, where the general public hold public meetings and participate, all that this ministry can do is listen, evaluate, take cognizance of all aspects and come up with the best route with regard to everyone's view. That is not a simple thing. You can't be all things to all men.

Mr. Germa: Well, I will leave that area right now and talk about another hot spot which hasn't received enough public airing. I think that's mainly because the four members from London happen to be government members and they are not prone to blow the whistle on the ministry or to criticize it.

Mr. Martel: Or at all.

Mr. Germa: Or at all. And their activity to date has consisted of apologizing for the ministry down there.

Hon. Mr. Carton: Is there a problem in London?

Mr. Germa: On Highway 402, yes. I am sure you are aware there is a problem there. I know that the members from that area have really not taken up the cudgel on behalf of the people there who are quite unhappy with what's been going on with the alignment of Highway 402 from—

Hon. Mr. Carton: Mr. Germa, this is the one I referred to about two or three minutes ago. In fact we are studying three corridors there. We had three. We are now studying two, corridor D and corridor H. What was the third one? We disbanded one of them in any event.

Mr. Germa: Yes, corridor B.

Hon. Mr. Carton: Mr. Germa, London city council was in my office with a delegation one day. I brought this matter up. There is a resolution by London city council agreeing it should go to the southwest.

Mr. Germa: What about the resolution they passed in 1971 by—

Hon. Mr. Carton: Different council.

Mr. Germa: Yes, but that's manipulative again. When the northeast route was proposed in London council on Jan. 8, 1971, council favoured the original route by a 15-to-1 vote.

Hon. Mr. Carton: What about the present council?

Mr. Germa: I beg your pardon.

Hon. Mr. Carton: What about the present council?

Mr. Germa: In two years of manipulation you can almost get a vote to come out in any way you want. That's how long this controversy has been going on. Why didn't you accept the first resolution of the London city council?

Mr. Stokes: I am with Jane.

Hon. Mr. Carton: You are with Jane, Jack; I agree, a very able mayor down there.

Mr. Martel: I hope you say that during the midst of the next election.

Hon. Mr. Carton: What's her name?

Mr. Germa: How did this thing get into such a mess, when a route which appeared favourable in 1971 was accepted? I have certain input from that area about the country-gentlemen hobby farmers to the north of London, who have a certain political affiliation, having more swat and more clout than the whole bloody council of the city of London. This is the kind of thing that has been going on down there.

Hon. Mr. Carton: By golly, if there is one area that I thought we had everybody with us on, it was the London bypass. How lucky can you be when you get London city council, the residents, and the members there and everybody at one accord—that's what they were. All agreed it should go to the southwest.

Mr. Germa: Have you seen the Highway 402 Community Survey, Preliminary Summer Report, prepared by Paterson Planning and Research Ltd., Oct. 1, 1973? The whole idea of the highway—first of all you've got to establish if you need the highway. Responses of special groups to the question of generally being in favour or opposed to Highway 402

show that response was 37 per cent in favour, 43 per cent opposed.

Hon. Mr. Carton: Thirty-seven per cent of what?

Mr. Germa: Of the sample group of people in the area of corridor H.

Hon. Mr. Carton: What sample group? I could get 100 per cent depending what sampling I take.

Mr. Martel: Now you are saying that all of the other samples you take are rigged. They must be because you get the answers you want.

Interjections by hon. members.

Mr. Martel: You put your foot in it now.

Interjections by hon. members.

Mr. Stokes: That's what you did with studded tires.

Mr. Chairman: Order. Mr. Germa.

Mr. Germa: Mr. Chairman, the area in which the survey was carried out covers the D and H corridors as well as the village of Mount Brydges. That's the present area under study, to the south and west of the city.

Hon. Mr. Carton: Right.

Mr. Germa: Apparently the northeast route has been scuttled by these hobby farmers I was telling you about. I could put some names to some of them and I'm sure you know who I'm talking about.

Hon. Mr. Carton: I don't. I really don't.

Mr. Germa: Come on.

Hon. Mr. Carton: I don't know one farmer in the London area other than the Minister of Agriculture and Food (Mr. Stewart).

Mr. Haggerty: Is he a lawyer?

Mr. Martel: He's a hobby farmer.

Mr. Germa: And some of them are past Premiers of the province and things like that.

All right, now. This is the study area we're talking about and I'm going to read a few figures into the record. The first one was:

"(a) All respondents: In favour 37; opposed 43. Full-time farmers: In favour 36;

opposed 47. Other occupations: In favour 37; opposed 41."

"(c) People who attended the 402 meetings." These are the people who came out to get the information and were not voting from the seat of their pants. They were voting from considerable knowledge, I presume, because you can't go to these meetings without learning something even though the ministry is generally manipulative. At least, you get some information. These people: "In favour 29 per cent; opposed 52 per cent." How can you say you've resolved the London 402 highway problem when we're getting voting figures like that?

"Did not attend the 402 meetings." The figure is reversed. "In favour 40 per cent; opposed 39." It's a sawoff there with people who really don't understand the situation, I would say. "Mount Brydges and Campbellville: 41 in favour; 30 opposed. Rural, other sectors: 35 in favour; 48 opposed." That, I think, shoots a hole in the statement that everybody in London is pretty happy.

Hon. Mr. Carton: I'm talking again about the London city council and the roads people and the people who should be knowledgeable on the matter. That's whom I'm talking about.

Mr. Germa: After two years of work on a community you can certainly get things divided. You've got the city of London and the area split into about six different camps. It's the old argument of divide and conquer. The only people who are on one side of the fence are the ministry and you've got five other groups who are just lashing away at one another. This is an old tactic. Caesar did this—divide and conquer.

Mr. Stokes: Confused, misused and abused.

Mr. Germa: Yes.

Mr. Haggerty: Is that what they call tack A?

Mr. Germa: It's a cold-blooded attack on the people down there. That's the kind of attitude I see going on down there and, personally—

Mr. Haggerty: Do you mean to tell me they've got programmes down there that have got "tack" on them? Tack 3? Tack 4? Is it transportation and confusion when they get into these public meetings?

Mr. Germa: The fundamental question in this summary—this report was commissioned

by the ministry, I presume. It was prepared by Paterson Planning and they didn't ask the fundamental question—"Is this the corridor area of study? Is this the area that we should be studying?" They didn't ask this question but that should have been the first question.

We found out that 90 per cent of the people figure this isn't even the area. You didn't give them an option. You should have given them the option, "Is this where we want to study it?" As far as I'm concerned they don't really want the study taking place there. This group of people would like corridor B brought back; they would like to pump some life into corridor B again because you will run into fewer problems. You won't use up so much farm land, and you'll have faster communication, even though it is a little bit longer. The driving time would be less.

Now, the traffic counts. You have to decide, first, if you need this highway and I think that has not really been established to everyone's content. It was stated that we need 10,000 cars a day to justify this thing being built. In the figures I have, when you consider the traffic from Sarnia and the United States using highways 22, 39 to 81 between Sarnia and London, you arrive at a total of 5,920 vehicles. Of these, 2,740 are destined for London and 3,180 are destined for the 401 and points east. The case really hasn't been made for spending \$50 million to solve a \$10,000 problem. I think this is precisely what we are doing.

Now, there is further information available. If you are building a highway for trucks, then it's justified, but it will be for trucks that have their destination and their beginning outside of the Province of Ontario. I am sure you know that 42 per cent of the truck traffic along this corridor is traffic servicing the United States.

We were talking about the trucking industry just the other day and I am of the opinion that we are subsidizing trucking. If we are building corridors through Ontario for the use of American truckers then we are, in fact, subsidizing the trucking industry of the United States. I think that is not what the Province of Ontario is all about.

You also have to take into consideration that there is a new element that has been introduced since this whole controversy started. It is the energy shortage which we are going to face. If the trucks justified the building of this highway, you may have a \$50

million project which is not required. I think you now have to consider what's going to happen to the trucking industry. We haven't resolved our energy crisis as far as oil is concerned and I think you are going to see a decrease in trucking along that route.

On the removal of agricultural land, I have figures here which indicate that 36 acres of land is needed for every mile of four-lane highway and 50 to 100 acres for each interchange. This is fine agricultural land which you are presently studying.

I know one of the members down there said, "Well, it is tobacco farmers and we don't eat tobacco." Well, sure, you have taken the tobacco farmer out of business and we don't eat tobacco. We understand that. But under our system, this is the man's livelihood and you have to have consideration for these people.

There were some public meetings held in Lambeth, Delaware, Komoka and Mount Brydges. There were huge angry turnouts and—

Hon. Mr. Carton: There were what? I am sorry. There were what?

Mr. Germa: I beg your pardon.

Hon. Mr. Carton: There were what?

Mr. Germa: There were huge turnouts. There were more than 1,000 people at these meetings. People are interested down there. You don't get 1,000 people at a feasibility study meeting unless they are concerned, and there were over 1,000 people in attendance so that the problem, I think, is not going to go away until you resolve it.

Mr. Martel: Can't even get them for breakfast with the member for Haldimand-Norfolk (Mr. Allan). Flapjacks.

Mr. Germa: At these meetings, we got the figures of 43 per cent opposed and 37 per cent in favour.

Hon. Mr. Carton: The other 20 are undecided?

Mr. Germa: Well, I guess they weren't there. I didn't conduct the survey. I just got the results of it.

Another case to be made for the northeast route is that the airport is in that vicinity, your industrial area is in that vicinity, and this is a traffic generator. I think the political influence which has been put on this problem down there is just beyond comprehension. I realize north London has a lot of influential hobby farmers. Some of the statistics that

have come out of the surveys down there are just beyond me.

In the review and assessment of route D, there was a traffic generation factor of 7,200 vehicles a day out of Mount Brydges. Now, how can Mount Brydges generate 7,200 cars a day when there are only 900 people there? Everybody in Mount Brydges has to move in and out four times a day, and this is highly unlikely. I don't know what their mobility rate is but I think hardly anyone moves around that much.

Interjection by an hon. member.

Mr. Germa: Well, these are the figures that have been extrapolated from the surveys. Mount Brydges is credited with 7,200 cars a day.

Mr. McNab: No. Going through—

Mr. Germa: No. Generation.

Mr. McNab: That's the 1990 rate.

Mr. Germa: How big is Mount Brydges going to get?

Mr. McNab: It's the area that is growing—

Mr. Martel: By leaps and bounds.

Mr. McNab: —moving out from London.

Mr. Germa: I think you are still stretching it, even for 1990.

Mr. McNab: All we can do is take the land-use planning and that's another minister.

Mr. Germa: They are good strong figures but, you know, these are hypothetical figures.

If what I've said is correct you've assessed Mount Brydges at 7,200 and I just don't see that kind of traffic going on.

Mr. McNab: Maybe in 1990 it could. I think there is a population density assigned to that area for development.

Mr. Germa: First of all, this trucking corridor from out of province, how are you going to resolve this? Are you going to continue to subsidize the American trucking industry? You are spending big dollars here to meet a traffic load which is 42 per cent trucks from out of province.

Mr. McNab: May I answer that? Many of our trucks are going and delivering produce or materials or whatever it is to the Americans, and this is the reverse. Are we going to build a wall around it and say that we are not going to have this movement of goods?

In the area of moving goods throughout the province—you mentioned the energy crisis—I would suggest that if we are going to be able to supply ourselves with all the necessities of life and develop job opportunities, one of the things that is going to have to be maintained almost as a top priority is the movement of goods and people. I think that priority would have to be given to energy, to fuel, to keep our goods and people moving.

Mr. Germa: Do you know what I see happening here if you put in this facility for

those trucks? Supposing you get 5,000 trucks a day through there now, this is going to be so attractive you are going to get 10,000 trucks a day through there, and where is the end?

Mr. McNab: Where are the trucks going to go?

Mr. Chairman: It being 6 of the clock we will recess until 8.

It being 6 o'clock, p.m., the committee took recess.

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OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Thursday, November 8, 1973
Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 8, 1973

The committee resumed at 8 o'clock p.m.

**ESTIMATES, MINISTRY OF
TRANSPORTATION AND
COMMUNICATIONS**

(continued)

On vote 2203:

Mr. Chairman: I now call our meeting to order. We left off at 6 o'clock. Mr. Germa had you completed?

Mr. M. C. Germa (Sudbury): I think the minister was replying to some specific questions on what we are building down here and whether we are going to continue building truck corridors for out-of-state vehicles.

Mr. Chairman: I guess the deputy was replying, I'm sorry.

Mr. R. G. Eaton (Middlesex South): That is a lot of bull.

Mr. A. T. C. McNab (Deputy Minister): What is this?

Mr. E. W. Martel (Sudbury East): That is you.

Mr. Chairman: You were replying to Mr. Germa's question as we closed at 6 o'clock.

Hon. G. R. Carton (Minister of Transportation and Communications): And the lead-in on truck corridors.

Mr. McNab: Oh, the truck corridors!

Well I think I have said just about what I feel. Commercial vehicles will have to be moved. I think before I say anything more definite on this we should have some statistics and figures from our motor vehicles division. Their estimates are debated in a later vote.

I would take issue, I think, with the—

Mr. Eaton: Fifteen per cent of the traffic is trucks.

Mr. McNab: Fifty per cent of the traffic?

Mr. Eaton: Fifteen per cent.

Mr. Chairman: Order.

Mr. McNab: And I think our statistics, that will be here for the appropriate vote will give that percentage.

Mr. Germa: I also raised the question of the traffic counts on Highways 22, 39, and 81, to justify this expenditure. There is some doubt the volume is really that.

Mr. McNab: I think the big problem in any of these areas, of course, is the traffic generated within the city and at the present time using city streets. I think—and this is back when we first started to develop this line at the time of Mayor Stronach—the figures were that there was about 20 to 25 per cent true bypass traffic and the balance that would use it would be internal traffic.

This is when the line went through the centre of the city—or at least you talked about the north corridor, the north-south connection there, of course, more or less went through the built-up part of the city. It was estimated that was one way. If they built the expressway on that it would take the bypass traffic and as well relieve the heavy traffic volumes and reduce the traffic volumes presently congesting the city streets. This was the city's philosophy on that line.

Incidentally, the original line and the second line run are all in-city routes, as a result of the city study, which was accepted by the city and approved by this ministry. The main thrust for this was basically to remove the congestion from the city streets.

When the city decided they wanted to get the north-south line out of the city, quite a bit east, over around Crumlin Rd., it would in no way relieve the city traffic, because it was too far out. Since they weren't concerned about the city traffic, what we suggested to them was the line that the minister told us to get on and study, and this was to the southwest, because that was the main thrust of the traffic we had to look after, the pure bypass traffic and the traffic destined for that part of the city considerably west of the central business district.

Hon. Mr. Carton: The thing I would like to ask Mr. Germa is, does he take issue with

the existing council under Mayor Jane Bigelow and their thoughts on the south-west bypass on the basis of some 80 people who presented some views? There may have been a sampling or whatever, but does he think that the views of some 80 people should take precedence over the views of the London city council?

Mr. Germa: Mr. Chairman, I go back to the original concept—

Hon. Mr. Carton: I am going back to the council, which is what I am dealing with in the present ministry.

Mr. Germa: Yes, but we were dealing with the city council in January, 1971, which had a completely reversed position—

Hon. Mr. Carton: But there has been new thinking in the last two or three years on expressways through the heart of a city.

Mr. Germa: This is precisely what we are talking about. What did the ministry do in that interval to get the council to reverse its entire position?

Hon. Mr. Carton: Absolutely nothing.

Mr. Germa: Did you defeat the council and put in a bunch of kept-people or—

Hon. Mr. Carton: With all due respect, I don't think the mayor is a—

Mr. Eaton: You had better be careful.

Mr. Martel: You nearly put your foot in it again.

Mr. Germa: We all agree that she isn't. But what amazes me is—

Hon. Mr. Carton: I think there is a very intelligent council in London.

Mr. Germa: I think the 1971 council was equally as intelligent all things being equal.

Mr. L. Maeck (Parry Sound): Conditions change.

Mr. Eaton: Mr. Chairman, I wonder if I could have a chance to say a few words, since this concerns my riding and they have said some things that aren't quite the full picture?

Mr. Chairman: Mr. Eaton, you will have an opportunity a little later on.

Mr. Eaton: When the subject has died down.

Mr. Chairman: No, the subject won't die down.

Mr. Martel: This is the way the chairman has been running the show. He can't change it just for you.

Mr. J. E. Stokes (Thunder Bay): If you want to participate you sit here like the rest of us, that's all.

Mr. Chairman: Order!

Mr. Eaton: I don't think it is fair, Mr. Chairman, if things are being said—

Mr. Stokes: It might not be fair, but that is the way it is.

Mr. Eaton: —and a false picture is being given by the member for Sudbury, when he doesn't even live near the area.

Mr. Germa: So what? That's irrelevant.

Mr. Martel: Would you rule him out of order, Mr. Chairman? You have been doing that to me quite consistently.

Mr. Chairman: Order! You will have an opportunity to present your view and the views of the people you represent in due course.

Mr. Eaton: Well someone is trying to talk for those people now and they are not giving the full picture.

Mr. Martel: Rule him out of order.

Mr. Germa: Mr. Chairman, I am an elected member of this House concerned with the affairs of the Province of Ontario.

Mr. Chairman: We recognize that, and we want you to carry on your debate on item 1.

Mr. Germa: I try to refrain from being parochial as much as I can and to take an overview of the whole picture, and those statements are completely out of order as far as I am concerned.

Mr. Martel: I agree with you too.

Mr. Eaton: Why don't you state the whole picture then?

Mr. Germa: I have presented the picture as it has been presented to me, and as I stated—

Mr. Eaton: Very biased.

Mr. Germa: As I stated in my opening remarks, the elected members from London are of a political stripe which makes them

not prone to criticize this ministry, and that is why the people of this area have come to some other person who is willing—

Mr. Eaton: You can ask the minister, I criticize him constructively.

Mr. Martel: Mr. Chairman, could we get a little order here?

Mr. Chairman: Mr. Germa, would you carry on with your debate under item 1, vote 2203?

Mr. Stokes: That is what he is trying to do.

Mr. Martel: There are too many interjections. The member for Middlesex South should control himself.

Mr. Chairman: Order. I would ask the member for Sudbury East, or whatever it is, to control himself.

Mr. Martel: I am trying to support you.

Mr. Eaton: That's impossible.

Mr. Chairman: Mr. Germa, have you completed?

Mr. Germa: No, I haven't, Mr. Chairman.

At the present time and in the past, how many routes have you been looking at? Where are you right now in your feasibility study?

Hon. Mr. Carton: There are three corridors that have been looked at; one has been rejected and there is presently an evaluation study on two routes—D and H.

Mr. Germa: You have completely eliminated the northeast route and B route; is that how I understand it?

Mr. Eaton: A year ago; where have you been?

Mr. Germa: We have been back and forth for three years, we have been in five different corridors already, and apparently whatever seems to please some of our hobby farmers is where we happen to go.

Mr. Eaton: The biggest opposition to that is your people up there.

Mr. Martel: Your name is in Hansard now, you can rest.

Interjections by hon. members.

Mr. Chairman: As much as possible, we have not allowed interjections from other

members when the member who has the floor is presenting his case. Mr. Germa.

Mr. Newman (Ontario South): Mr. Chairman, on a point of order. Don't you allow the same rules here that apply in the House?

Mr. Germa: Even the London press was quite critical, in an editorial on April 12, 1973, of the present activities of the ministry down there, so you can't say that everybody down there is satisfied with what has been going on. I asked a simple question: Have you completely ruled out any other corridors except D and H?

Hon. Mr. Carton: Those are the two that are being studied now, yes.

Mr. Germa: That wasn't the question. Have you ruled out everything else? This is the point, because the statistics I gave you from the preliminary summary report indicated that a majority of people in that area—in fact 90 per cent of them—think you are in the wrong area to be studying altogether.

Mr. Eaton: Where did you get that figure?

Mr. Germa: Preliminary summary report, prepared by Paterson Planning and Research, Oct. 1, 1973—Community Services.

Mr. Eaton: Could we read some of the rest of the figures in that report?

Mr. Chairman: No, you can't read the rest of the figures at this time, and I have told you three times now.

Mrs. M. Campbell (St. George): I thought three times and out?

Mr. Martel: Will you get the Sergeant-at-Arms to take him out?

Mr. Germa: We seem to be breaking down into catcalling, so I am going to leave that one for now until Mr. Eaton decides to go someplace else and maybe we'll get back to it.

Mr. Eaton: You don't want anybody around so you can tell different stories.

Mr. Chairman: Order.

Mr. Germa: I would like to talk about something else that has come to my attention, which is the controversy over the bridge on the Elora Gorge. What we are talking about here is a gorge which, apparently is unique in the Province of Ontario,

which is going to be destroyed by building a bridge across this gorge over the Thames River. Alternatives have been put forward by various people.

I'm sure the ministry must be aware of what they are going to do to this unique feature. Certainly the environmentalists in some cases get pretty hyper about what they believe are things that should be considered when doing highway construction. I still believe that the ecology of our province has to be considered. I think it is possible to build a transportation system without wrecking everything as we go by.

I'd just like to know where the minister is going on this. He's changed his mind twice in the past year. In February 1973, the whole thing was scrapped, according to a letter I have here from the minister. A letter from the Premier (Mr. Davis) indicates, too, that the project is dead; but apparently, in a letter of May 1, 1973, from the deputy minister, the whole thing is reactivated.

I just wondered if you could bring us up to date on what is transpiring there. Are you considering alternative routes for the bridge? Are you going to wait until the planning study which is presently being done in Kitchener is completed, because it may have some impact on your past thinking? I think the Hanlon Expressway has to be considered. Have all these things been taken into consideration? Are they going to change their mind on the location of this bypass around the town of Elora?

Hon. Mr. Carton: Mr. Chairman, first of all, about 5:15 today we were being criticized by the hon. member for the fact that we had only one corridor under study under Highway 17. He suggested we should have other corridors. Then came the London southwest bypass, where we have three corridors and nine routes; and this still doesn't satisfy the hon. member.

On the Elora Gorge, very simply and very basically, this is a county road. The letter from the deputy stated that it was a county decision. If the county wanted to place it in the priority that would make it possible for them to do it, that was up to the county. It's a county decision.

Mr. Martel: Now what did all that add up to?

Hon. Mr. Carton: To the fact that no matter what you do it's impossible to please everybody.

Mr. Martel: I thought you were just blaming the member for Sudbury.

Hon. Mr. Carton: No, he makes some valid points sometimes.

Mr. Martel: Well, I'm glad you recognize that.

Mr. Germa: In your letter to the county engineer of Feb. 15, 1973, you talk about financial constraints upon the province, because the province is a participant in this—

Hon. Mr. Carton: Right.

Mr. Germa: —even though it is under the jurisdiction of the county road board. To all intents and purposes the province can withhold finances. I'm sure the county will not go ahead on a 100 per cent basis and build bridges.

Hon. Mr. Carton: I'm sure the hon. member wouldn't want us to take away local autonomy.

Mr. Martel: You have taken away everything else.

Mr. Germa: To all intents and purposes you have the purse strings. You give these people the power to run the county roads, but to all intents and purposes who has the main clout in financing? I think we all know that the county just can't go ahead without participation by the province.

Hon. Mr. Carton: No. Basically, it is a county road and we are not going to decide, as the letter stated. If the county wants to give it that priority, that is up to the county.

I say to the hon. member for Sudbury East we are giving back local autonomy to the regions. We are not taking it away; this government is giving it back to the regions.

Mr. Martel: Tell the Minister of Education (Mr. Wells) that then. You can't play games. You people have a great faculty for that, wherever it's convenient, giving autonomy.

Mr. Chairman: Order, Mr. Martel.

Mr. Germa: Could I ask another question then?

Mr. W. Newman: Oh, come on! Stay on the topic.

Mr. Martel: And whenever it's to your desire you then move away from autonomy.

Mr. Germa: Are you going to use the route? Is the route completely up to the county road board. What input do you have in it?

Hon. Mr. Carton: It's a county matter. It's up to the county to put it on their priority list and we'll have it built. If they do so, it will be built. It's in their hands. And that's what the letter says. Do you have a copy of the letter from the deputy?

Mr. Germa: I have the pertinent paragraph here, where you are talking about the financial constraints and the fact that there would only be tangible benefits gained on Road 7 by going ahead with it. Then a couple of months later the deputy minister says: "It's up to you. If you want to go ahead, we'll go ahead."

Even in a couple of months you've moved from a position of constraint to practically giving them a red light to go.

Mr. W. Newman: Green light.

Mrs. Campbell: No, a red light to go figures.

Mr. Martel: Because it might stop—

Mr. Chairman: Order. Mr. Martel, you complain about the other members interjecting; and they are only following your example.

Mr. Martel: Mr. Chairman—

Mr. Chairman: Order!

Mr. Martel: Mine is controlled.

Hon. Mr. Carton: Yesterday I had a sentence read to me that was out of context, and it was fully explained when I had the letter put in front of me. So I wonder if the member for Sudbury could read the letter from the deputy.

Mr. Eaton: The other part of the truth.

Mr. Germa: On May 1, 1973, a letter from A. T. C. McNab to A. R. Holmes, county engineer. And I quote:

While it was still felt that due to present financial constraints, priorities indicate a delay in construction of the bridge should be considered, the authority and responsibility for the decision to proceed rests entirely with the county.

During our discussion you stated that in your opinion the traffic counts used do not represent conditions as they exist today.

Now that is what I consider the deputy minister's permission to go to the county. It rests entirely with the county. You have absolved yourself of the responsibility, which does not go in line with your letter or the letter from the Premier. And I quote from the Premier's letter:

Although the traffic problems are not likely to decrease in the future the ministry has decided, after a full review of the priorities across the province, to defer further study of a proposed Elora Gorge crossing for the time being. However, as soon as the needs for an additional crossing of the Grand River become more clearly defined a review of sufficient scope would likely be initiated.

Within a period of a couple of months you have gone from one side of the road to the other. It has got to be explained.

Hon. Mr. Carton: All the letters are consistent.

Mr. Martel: Boy, that takes some imagination!

Mr. Germa: I don't see that they are consistent. The Premier's letter is quite definite; it is a dead pigeon, right there. And the deputy minister says to the county board: "You go ahead." In fact, it was stated here just five minutes ago that it is up to the county; if they want to build it, we'll go ahead and build it with them.

Hon. Mr. Carton: And it is.

Mr. Germa: There are no more financial constraints right now.

Mr. McNab: May I enter into this, sir?

After the letter from the Premier and after the letter from the minister, they requested through the minister that they meet with me.

They met with me and they reviewed the whole situation. It appeared quite obvious that this was a decision that they would and should make. They had many good arguments in favour of what appeared to be the direction they were going.

I said that the authority rested with them. It was completely consistent with the constraints, because they would have to get approval to make sure the money was available when they constructed the structure.

Mr. Germa: Is the ministry aware of the environmental impact that is going on? Have you seen the environmental impact studies? What is going to do to them?

Mr. McNab: Yes, we have. Our engineers looked at it. Mr. Johnston, our planning engineer, went over the entire matter and had to conclude that this line was satisfactory, particularly when this was what the municipality wanted. The thing is going to be screened other than right where it crosses. It is a long gorge, and it is a physical barrier that must be crossed, according to the studies and according to the engineering staff. And the council came down in March—six of seven of the elected representatives came in—

Mr. Germa: Well, the impact studies tell me that the cedars and ferns are going to be damaged as far away as 500 ft. Instead of having a green gorge with unique flora in it you are going to have just a barren strip right through there.

Mr. McNab: Well, our feeling is that all of the people who lived in the area, including all of the councillors who lived in this area, recognized that they had to cross the gorge. And at this point it would do the least amount of environmental damage.

Mr. Germa: I think the province should have some input there and just not give away all of its responsibilities. I think the environmental impact is getting more important every day. If there is any other way to do it I think the province should lead the way and show these people how to do it. There have been alternative routes proposed. I'm sure you must have had them in proposals.

Mr. McNab: None of them have satisfied the requirements.

Mr. Germa: That's all I have, Mr. Chairman.

Mr. Chairman: Mr. Martel.

Mr. Martel: Thank you, Mr. Chairman. If I might, without any interference, I want to talk, first of all, about these studies the ministry is having conducted in various parts of the province where some team goes out and meets with the people in the community—such as the recent study on Highway 69 south leading from Sudbury—and the efforts that are made to involve the community.

The meetings I attended, and some of your staff were there, were really vaudeville shows. I think your intent was right; and I think I recommended a number of years ago, when I was a critic of this department, that we involve the community.

But I was disturbed that night, Mr. Minister, like I haven't been disturbed in quite some time. Your staff presented facts and figures to the citizens—there had to be 250 people there—and everyone sat back in awe. I have to agree with my colleague that they were just completely over the heads of the people. It just seemed like a con job. The guy was sharp. He was bright. He knew what he was talking about. He was with the consulting firm you had.

Then it was thrown open to the public to ask questions. And for the first 10 or 15 minutes, no one said anything.

Hon. Mr. Carton: Were you there?

Mr. Martel: I was there. I watched.

Mr. Maeck: That's hard to believe.

Mr. Martel: That was for the first 10 or 15 minutes I said I was quiet. Finally I got up and I said to the gentleman who was conducting this vaudeville show that I had listened intently, like everyone else, to a lot of facts and a lot of figures but possibly because I was a slow learner I didn't understand what the hell he was talking about. I told him I was of the opinion that no one else knew what he was talking about. That brought an immediate response. And I was right on.

Everyone was dazzled with figures in charts 1, 2, 4, 5, 6; and how they calculated it all, how it went through the computer and what not.

And really, it was a disturbing exercise. The idea of having citizen participation before you determine where the bridge is going to go is a good one. But this guy spoke over everyone's head. He used special terminology. The average lay person had no understanding, no comprehension of what he was talking about and when I made the statement I did it threw it wide open.

Everyone just sat there in awe. If that's what they're going to be like it's not going to take too long until these are going to be just a waste of time, Mr. Minister. I think we have to talk the language the people understand and are comfortable with. If it takes a little longer, that's fine. But it's serious business to people who take the time to go to the meetings where roads might take away some of their homes, or expropriation proceedings could be involved.

I don't think it's a vaudeville show and I don't think we should be trying to confuse them. I think we should get down to what

they, in fact, understand. Don't talk about graphs and charts and what not, which are so confusing that an engineer would have difficulty following them.

That was a real sell job that night. I think it brought that group down to earth with a resounding thud. They then started to explain to some degree, in details that people could understand, what it was all about.

The outcome was, I think, what the people wanted; and I was pleased with that as well, because there was certainly a lot of input after that. I think the consulting firm took recognition of much the people were interested in and wanted. But if I had not interjected, it would have been dead silence, I am sure, for the rest of the evening. I think the people felt comfortable in that they weren't alone in the confusion which seemed to prevail.

The second thing that came out of that meeting was a discussion with one of your staff people of what you intend to do. Once you determine where these routes are going to go and the information is made public, unless you purchase the property right away then the ministry is headed for some tough negotiating in terms of purchasing those properties, even if it is 10 years from now that it wants to acquire the property. I am absolutely convinced land speculators will do everything and their utmost to buy some of the property and hold the department up to ransom it.

I don't know how one overcomes it without spending a lot of money for something that is going to come 10 years from now. But if you determine what the route is going to be some 10 years ahead of time without some protection, then I suspect the ministry is going to meet a lot of problems when it comes to purchase that land, because the cost is going to be deliberately escalated.

Hon. Mr. Carton: Perhaps some of the staff may have a little more on it. I refuse to believe that, because there is no way you would get me buying land on a designated highway plan, I will tell you that now. If I were a speculator, investor or whatever, there is no way you would get me investing my money on speculation on the designated highway on those lands.

Mr. Martel: I am talking about when the plans are known, and they had all the routes charted out. It is obvious the way the growth pattern is in the city of Sudbury and where the alignment will have to be.

It is not going to go anywhere else unless you destroy many, many houses; and certainly that isn't the ministry's intention. You are only going to have certain corridors left and the land is going to be bought in those corridors. I just don't know how we prevent it then, Mr. Minister, because I think people are going to buy it up.

Hon. Mr. Carton: I wonder if we have any figures that would show that speculation, in fact, does take place on those; because as I say, I honestly can't see anybody in their right mind buying any of that land with the purpose of speculation.

Mr. Martel: This is relatively new. I am not sure you would have that much. You haven't been doing this for long.

Hon. Mr. Carton: Well no, but we have been buying land and designating highways for years.

Mr. Martel: What you are doing now is you are actually indicating on the layout where the road is going to go. It's public knowledge. Don't you have any fear that people are going to attempt to speculate?

Mr. McNab: First of all, Mr. Martel, this is going to be a controlled access highway. In other words, the access to it will be limited to intersecting roads. Therefore, insofar as the proximity to the highway is concerned, that limits the inflationary value of it; and the fact that they can't have building there.

The acquisition of property well in advance, when you start talking about 10 years as you have been talking, takes an awful lot of capital. With money at the interest rate it is now, it would probably double itself in seven or eight years at the most. These are factors.

In this type of highway, in a semi-rural area, we haven't seen inflationary pressures because of the designation. Because the time of construction is not definite, people don't know how long they are going to have to hold this property.

I would like just to mention one of the other points which you raised, that is the public reaction to the presentations. I am rather disappointed, because we felt we had found a really good solution in going to the public and going to the public before our minds were made up. Nothing was etched in stone.

We went there, and we had ideas and proposals. There was one study, the first study

further down, where 33 per cent of the alignments that we suggested were modified because of the local input. The same thing occurred in the one meeting you attended, that one south of Sudbury.

Mr. Martel: I don't want to discourage the ministry from continuing this. I think it is a good idea. The only thing is I would hope that when things are presented they are presented in layman's language.

Hon. Mr. Carton: I would agree.

Mr. Martel: They were showing the factors which caused you to move from point A and they were talking about putting things into computers. This was worth so many points and that was worth so many points. I didn't know what the hell he was talking about.

Hon. Mr. Carton: These were not ministry staff—

Mr. Martel: No, this was a consulting firm.

Hon. Mr. Carton: —because I understand the staff, and that's real layman's language if I understand them.

Mr. Martel: It was just very confusing. But I don't want to picture that as discouraging, what went on there. I think it was first-rate.

Mr. McNab: This is being used as a model in other areas and in other towns.

Mr. Martel: I think the idea is great. In fact, I think some years ago I recommended that on studies, when I was a critic, having used some American input. You weren't around in those days, Mr. Minister. You were off on another portfolio.

Mr. W. Hodgson (York North): Look at all the publicity you got; look at all the publicity you got.

Mr. Martel: He is not even in the committee, Mr. Chairman. Tell him to sit in the right place at least.

Mr. W. Hodgson: I am allowed to speak if I want to.

An hon. member: Sure you are.

Mr. Martel: Let him sit up at the table then.

Mr. Chairman: Unless you get on the list you can't sit at the table.

Mr. W. Hodgson: Do you want me to sit up to the table?

Mr. W. Newman: Sit up and give it to them.

Mr. Martel: I have to pat myself on the back now and then. If you recall, when I first came around here there wasn't even an environmental man in this department. I think you have one now; and I think you now employ a sociologist, which you weren't doing in those days. And those are things I recommended.

Hon. Mr. Carton: I was setting this ministry straight when you were not even in the Legislature.

Mr. Martel: For two or three years running I advocated these and they are now there. Maybe it was your input prior to that, but I would suspect not. You know, the former former minister and I, we had a thing going for us—

Mr. F. A. Burr (Sandwich - Riverside): A drainage man too.

Mr. W. Hodgson: Drainage committee too.

Mr. Martel: But I wouldn't discourage the ministry from continuing this. In fact I would encourage it, but as I say it might be difficult to understand.

Regarding the acquisition, I have a tendency to disagree with you because you are going to get caught in some boxes. Because of the population growth, you will have to go into some areas which were originally aligned and you are going to find prices are going to be escalated. I just make the point that you might start to look at that pretty seriously.

Hon. Mr. Carton: I'll get some figures on that. I am interested, and I asked Mr. Robbins if he would get them. But I really can't see any speculator ever going in and buying land. For one reason, he really doesn't know where that alignment is and he may buy it and he is stuck.

Mr. Martel: Many speculators buy land and don't know how long they are going to have to sit on it. But they do sit on it for a good number of years and when the time comes, the price is right for them. I would worry about that point.

I want to talk about northern Ontario, if I might, and new construction. For a number of years, I have been advocating passing lanes. The minister indicated last year that he was in agreement that to keep traffic flowing in northern Ontario, it wasn't nec-

essary to have four lanes. In winter, there is not that much traffic.

You built, on Highway 69 south, around Britt, this past year 19 miles of reconstruction and didn't put a passing lane in. Not a one.

At the very time we thought we had this minister's ear to the fact that what we were after were passing lanes which would keep traffic flowing, you do 19 miles. That's the time you should have put it in, and there wasn't one lane, not one, put in that 19 miles.

Mr. Stokes: How many?

Mr. Martel: Nineteen miles. Not one, not a single one.

That indicates to me that this ministry's hasn't really moved yet to meet the needs of northern Ontario. In many instances, we don't need four lanes, but two lanes with passing lanes, so that people can get by the large transport trucks and so on. I would like to know why there wasn't one passing lane put in from Britt north. Five bridges were worked on and 19 miles of road were redone, without a passing lane being put in.

Hon. Mr. Carton: Before the deputy speaks on that let me say that there was a contract let for five passing lanes from Thessalon to Iron Bridge.

Mr. Maeck: All in Stokes' riding.

Mr. B. Gilbertson (Algoma): That was in my riding.

Mr. Eaton: There's your answer.

Mr. Gilbertson: He did it again, he did it again.

Mr. Martel: That isn't going to suffice, Mr. Minister.

Mr. Stokes: That didn't help at all, Bernt.

Mr. Germa: Just proves the guilt.

Mr. Martel: It was all in Lorne Maeck's riding that I am speaking of.

Mr. Maeck: Well then it wasn't north of Britt, Elie, it was south of Britt.

Mr. Martel: Oh no, you go right up to the French River.

Mr. Maeck: Yes, but how far—that's not 19 miles.

Mr. Martel: Sure it is.

Mr. Maeck: No.

Mr. Martel: Don't tell me it isn't, it is right on my riding.

Mr. Maeck: The 19 miles in question started at Point au Baril, if that's the one you are talking about.

Mr. Martel: No.

Mr. Maeck: Oh yes.

Mr. Martel: We are talking about the one at Britt. We are talking about the bridges around Britt and the—

Mr. Burr: The Key River.

Mr. Martel: The Key River, right, 19 miles.

Hon. Mr. Carton: Well, I can't answer that question specifically, Mr. Martel, but in six years we have put in 40 truck climbing lanes, for a total of \$5 million.

Mr. Martel: How much did you spend on Highway 400 in the last year?

Mr. W. Hodgson: Nothing in the last year.

Mr. Martel: In the last year, in the last 12 months? Oh don't tell me; they sure have.

Mr. W. Hodgson: Well whatever they spent was well spent money.

Mr. Martel: It must be, it is a Tory riding. You are not suggesting to me, Mr. Minister, when we are talking about 1,100 miles of highway, and that's what it is from the eastern border to the west, and then up through Highway 69 which links at Sudbury, that you put in 40 passing lanes—in five years did you say?

Hon. Mr. Carton: Six years.

Mr. Martel: Six years. The job has been going great guns, eh? If we live to be 100 we might see 100 passing lanes then?

You really aren't committed to it, are you? When you can do 19 miles in one stretch and not put in a couple of passing lanes; and that's the time when it should have been done so you don't have to come back and tear it up later on. It should have been done when the work was going on and when the equipment was already there.

That is when it is cheapest, that's what you keep telling me in other correspondence over other roads. Yet you had the equipment there; and there were some of the dandiest places to put in passing lanes, long

hills, very long, and they weren't installed, not one. I can only suggest, Mr. Minister, that you are not really serious about passing lanes, and resolving the problems of the north with respect to transportation.

Hon. Mr. Gordon: Do you subscribe to the suggestion of Mr. Germa that perhaps we do not need a four lane highway?

Mr. Martel: I have often said—I have said it over and over again in the House, that in northern Ontario there simply isn't sufficient funds to put four lanes from border to border at the present time. What we in fact have to do is build four lanes leading out of the communities, maybe 15 miles, that is the figure I have used in the last number of years in these estimates, to get the traffic moving, and beyond that put passing lanes on the hills.

I can drive home tomorrow and if I could get by the trucks on passing lanes, then I could get home, as most traffic could, quite readily. But once one gets behind three transport trucks on those roads up around Parry Sound, you automatically have a traffic jam. And you only need two or three trucks to do it.

The truckers are first rate, they signal when it is safe to get by and they are really helpful. But it only takes two or three transport trucks and you are in a traffic jam where traffic will be bottled up for half a mile or a mile. And it is simply because there is no place to pass.

Everyone knows that if you get up beside a truck going up the hill, once you start downhill you are dead, because he is going to get sufficient momentum that you can't get around him. It is actually dangerous, driving in northern Ontario. Because one gets behind those transport trucks when it is raining, or gets behind one of those transport trucks when it is snowing—when it is snowing you can't even see around them you know—

Mr. Stokes: The road is completely engulfed in it.

Mr. Martel: There is just no way to pass. And this is what is causing some of the accidents. People pull out and take a chance, because they get fed up sitting so far behind. They get fed up because they can't even see with the mess the trucks throw behind from the rain or the snow.

I would suggest to you that in most places what is needed is four lanes around cities, for maybe 15 miles. I would suspect you

could get traffic moving very nicely in the north if there were passing lanes, and if there was a real emphasis on those, because I don't think the traffic is that heavy. In summer months it is heavier because of tourism; but even in the remaining seven months, by and large, it would be very good if one could get by the trucks.

As I say, the minister indicated last year that he thought it was a good idea, and yet I see 19 straight miles with all the heavy equipment there—they were working on five bridges and they had all kinds of heavy equipment — they could have put in some passing lanes, but now that's gone until we get another contract.

Hon. Mr. Carton: When was this highway designed?

Mr. G. H. Johnston (Executive Director, Planning Division): It was a 1972 contract.

Hon. Mr. Carton: When would the road have been designed though?

Mr. Johnston: In 1970 and 1971.

Hon. Mr. Carton: In 1970 and 1971.

Mr. Martel: I am sure, Mr. Minister, you know full well that to modify the design slightly and introduce a few passing lanes would have not altered it all that much. It might have meant a little bit more design work. It might have meant a little more blasting to have the proper base and so on. But that was the time to do it, because it is lost now unless you move in equipment to put one passing lane in, and that is costly.

When you have all the equipment from a major company there, that is the time to do it; don't go back and re-do the work. In any case, it won't happen that you'll go back and re-do the work now. It is lost in that area until some time in the future, five or 10 years hence, when we go back to do another repaving job. If you do it sooner than that you've actually blown the first bundle of money.

I suggest that if this ministry is serious about assisting us to cut down transport costs—the truckers are well aware of it as is everybody in the north—with passing lanes we could probably cut off an hour's travelling time. You imagine what it means for shipping goods to northern Ontario, in terms of reduced freight costs, if we can reduce the transportation costs. But at the rate we are heading, 40 passing lanes in six years—well hell's bells we are never going to get it.

I think the ministry has got to make a commitment to that sort of programme. I indicated here, the day before yesterday, that I realize the necessity for the type of money you are spending in Metro to move people. All kidding aside, it is necessary if you are going to move people. The same applies to us across the rest of the province. The problems are different, but the determination to resolve the problems has got to be there. There has got to be some type of commitment. It is just not there, and that was never so obvious as in the past six months.

Hon. Mr. Carton: I can't argue with you on passing lanes—as a matter of fact I agree with you—and I will make certain that a direction goes out to the ministry that when we are constructing or reconstructing in the north, full consideration be given to passing lanes at that time.

Mr. Martel: I appreciate that very much. It should move the thing. I want to talk about the goat trail for a minute.

Hon. Mr. Carton: The goat trail?

Mr. Martel: Or the turkey trail, whatever you want to call it. It is interesting, it has taken a long time, but the chamber of commerce—I'm not sure that's good—is supporting my contention that the goat trail has not lived up to what was expected of it. It was supposed to be a great route for commerce, but it is not turning out to be that is it? I suspect part of the reason is that people are leery of travelling it, particularly in the event someone gets hung up.

I've been making the argument since the goat trail was opened up that you have to get some shoulders on that highway, because in many places one still has to keep his car on the travelled portion of the goat trail if he gets in trouble, such as having a flat tire. There has to be some shoulders on that highway.

Now if you don't agree with me I suggest you contact the chamber of commerce in Sudbury and they will tell you that they agree with me. They don't agree with me very often, you know. I'm surprised that they did even on this occasion, but they did. The past president of the chamber, Mr. Endleman, indicated to me that, certainly for the Sudbury region, in directing commerce through Sudbury towards Timmins, it hadn't really developed into the type of facility they thought it would.

Part of the problem is the width of the shoulders and part of the problem is the width, in some places, of the pavement. Some of the problem is the fact that there is no accommodation outside of the one at Cartier, and the next one is—

Mr. Stokes: Gogama.

Mr. Martel: —Gogama; and there is one going in, I believe, at Halfway Lake, but it is not in yet.

Mr. McNab: What type of accommodation?

Mr. Martel: Accommodation for gas, service and so on.

Mr. Germa: Sixty-seven miles.

Mr. Martel: My colleague says 67 miles. And I don't think that other one has even started yet at Halfway Lake. It does present some problems in making that route meaningful to the area, and those are some of the most contentious problems.

You'll recall the deputy minister was around the day Charlie nearly flipped his lid when I called it the turkey trail and tokenism at its worst. I thought Charlie was going to have a bird, but he survived to go on to become chairman of the racing commission, so the shock wasn't too great for him.

Mr. McNab: The shock was—I can remember that vividly—the fact that you were talking about how long it was taking us to get it built.

Mr. Martel: Thirty-five years.

Mr. McNab: Well not that—

Mr. Martel: Well we want to know if—

Mr. McNab: And Mr. MacNaughton, sir if I may, Mr. MacNaughton said that now that he was in there it was going to be speeded up, and it was speeded up. That was his reaction.

Mr. Germa: I was a young boy when it was first surveyed.

Mr. McNab: I know. I made the first survey.

Hon. Mr. Carton: That is a long time ago!

Mr. Martel: In fact, the first survey that was done is something like 50 miles from where the route went in. You are flexible in that department, very flexible. I said at that time that it would only be a matter of

years until the ministry would have to go in and make repairs.

It is not going to do what you want it to do for the area, because it was never designed in time. I think at that time I indicated it was something like 4 ft below your standards for that type of highway, which I believe is 24 ft, is it not? The pavement is 20 ft in width.

Mr. McNab: Twenty-ft pavement is the standard. The pavement width is standard for the volumes that were estimated to be there; 20 ft.

Mr. Martel: Twenty ft? What about shoulders?

Mr. McNab: They are 4 ft shoulders.

Mr. Martel: Four ft shoulders?

Mr. McNab: That's right.

Mr. Martel: Considering the size of trucks and so on, and that in many places you have had to go along and fill in between the mountains, so to speak, how does one change a flat tire if he encounters difficulty?

Mr. McNab: Well, with 600 cars a day—

Mr. Johnston: Three hundred and fifty.

Mr. McNab: Three hundred and fifty is it? With 350 cars a day, the visibility curves on it—what are they, 800 or 900 ft. With a 4 ft shoulder there is a 2 ft rounding, so you have effectively 5 ft. You would be blocking part of the one lane's visibility.

Mr. Martel: Thank God it is only blocking part of one lane. Imagine what it would be like if you were blocking both!

Mr. McNab: Well this is what is in existence all over southern Ontario, on country roads and township roads, where they are carrying this volume and heavier, sir.

Mr. Martel: Well I want to tell you there are places up there that you would be more than 2 ft on the pavement—well over 2 ft—because some of the shoulders are atrocious. I've even had complaints from the Ontario Provincial Police over it. I've argued it for a couple of years, and if you don't believe me I suggest you contact the chamber of commerce. They will tell you that is one of the reasons commerce isn't using the highway.

It certainly hasn't lived up to what was expected of it. As I said, and it was it was years ago, I repeat again, it won't be very

long before you are going to have to go in and make the necessary improvements, again at double the cost.

Studies. You used to publish some studies. You remember those great, huge documents. There was one coming for northern Ontario, the last year or the second last year I was a critic. When will that be presented? They've proved to be a source of embarrassment now, mind you, to the ministry, because they had all the projections. I listened to the member from Welland this afternoon, and the study indicated when those roads you were talking about were going to be completed. Of course that would mean years ago.

And I had some difficulty a couple of years getting what had been done from the four studies I have. Each year I was told by the ministry that I would get an up-to-date report on the five-year projection for each of those studies. I'm still waiting. Now this is the third consecutive year I've asked about an up-to-date report on all of those studies, on the five-year, 10-year and so on. I get assurances that they will be forthcoming, from the ministry, and I just let it ride because I'm not the critic any longer. But I'd just like to remind you every year that that information was supposed to come to me, I'm still awaiting it. It is now three years since I sent in my list of places, or roads I wanted information on. Were they completed or not? Last year and the year before I was assured information was coming in reply to those—if I could just send in the list again on which roads I was speaking about.

Well I'm asking: (a) What has happened to the big plan for northern Ontario which was going to be unveiled in a similar type of book; and (b) How are we making out with the forecast in those roads for the first five years and so on? Are we meeting the deadlines at all?

Mr. McNab: We have to live within the amount of money with which we are provided, and with inflationary pressures and the demands on the taxpayers dollar for welfare and education—

Mr. Martel: Not welfare, \$241 million was Ontario's share.

Mr. Stokes: What about that \$117,000 advertising campaign?

Mr. Martel: You could have built a road with that.

Mr. Stokes: You could have dispensed with that.

Hon. Mr. Carton: It was \$119,000.

Mr. Martel: I guess it would be safe to say that it would be better if we left those in limbo.

Mr. Stokes: That might even have built a passing lane.

Mr. McNab: Well, we will let you have them just as soon as they are ready.

Mr. Martel: But they are ready, I've got the copies.

Mr. McNab: No; oh you are talking about the plan?

Mr. Martel: Where is the plan for northern Ontario? You had a master plan coming for northern Ontario.

Mr. McNab: That's right.

Mr. Martel: As you did for the area around Welland, as you did for London, and as I think you had for Ottawa. The fifth one was going to be northern Ontario. If memory serves me correctly, it was supposed to be ready about 1970.

Mr. McNab: No, 1971.

Mr. Martel: Well 1971; this is 1973.

Mr. McNab: It was 1971 when we started it.

Mr. Martel: This is almost the completion of 1973.

Mr. McNab: Well we've had to examine the whole thing for the affects of the plan on development of the north and the effect of the growth centres that have been established.

Mr. Martel: Mr. McNab, you are so embarrassed by the results of the first four—you haven't even come close to accomplishing what was planned in the five years preceding the disclosure of those wonderful documents. And I suspect that is what really prevented the one for northern Ontario coming out. The same results would occur and you say: "Why face that type of embarrassment, we simply can't fulfill our plans." I would suspect that's more in line with the delay. Because they were supposed to be ready years ago—the one for northern Ontario at least. As I say, I suspect that most of the projections for those in existence have not

been met, and therefore there is hardly any sense in putting out this sort of thing for publication in the future. Well that's that.

What about the feasibility study for Highway 69 north. The ministry indicated to me—

Hon. Mr. Carton: There were some meetings on that?

Mr. Johnston: Yes.

Mr. Martel: There was a meeting yesterday or the day before. As I indicated to you in my memo of last week, the memo I received from North Bay indicated that they were meeting with the council of Valley East township, but in fact no firm decisions had been reached as yet. That kind of threw me, because the feasibility study was completed in about May of this past year.

I wrote the minister later on in the summer and he indicated to me that the meetings which had been scheduled for August would be delayed, but that we would have them in October with public participation. Then last week I got a memo saying they are meeting with Valley East council, and the only thing being discussed is that portion of the feasibility study from Sudbury to Val Caron and there were no firm decisions on that.

Mr. McNab: We were going to the public, sir, without a firm decision.

Mr. Martel: Right, there was nothing firm about it. He was talking in terms of only as far as Val Caron, but the feasibility study, as I understand it, went as far as Hanmer. What's happened to the tail end, the remaining five miles?

Mr. Johnston: In feasibility studies, it is much more appropriate to work with small groups, small sections of roadway and hold meetings with the people who are affected by one segment, followed up by a meeting with the next segment.

Mr. Martel: We are talking about one municipality now. This is one township.

Mr. Johnston: Yes, it's a—

Mr. Martel: In about 1969 they amalgamated so that what used to be Hanmer and Caron is now one municipality. They might be spread out over 10 miles, but they are still one municipality.

Mr. Johnston: That's right, but normally they discuss one section at a time and try to get public input, as well as all other input into each individual component.

Mr. Martel: The meeting on Monday was only with the council. The meeting was not a public meeting. That feasibility study was supposed to have public participation in August, to begin with, and then October. It's now November and you've met with the council to discuss only a part of the feasibility study.

I've been involved very heavily with this, and via the electronic media in Sudbury I've indicated to the public they should be patient. This has been going on now for about a year and a half, I guess, since Bill Aiken first recommended it. We indicated it would take a year to complete the study, which was this past spring, and that there would be public participation. I want to tell you that when Mr. Aiken visited the area he was amazed at the problems, the congestion involving that section of road.

The people have been patient, by and large. It's the road with probably the highest fatality rate in the area. It has the highest number of police, I would suspect, patrolling it, and to continue to put it off ad infinitum seems to me to be irresponsible. I think the meetings which I've indicated—in fact I submitted the correspondence to the council about the August meeting and then about the October meeting and now we are in limbo. That isn't being very fair with the public or the sitting member or the council or anyone else. Could you finally give us a date when you intend to get public participation, something firm?

Mr. McNab: All we can do, we will do.

As you know, in the planning function a decision was made quite a few years ago to regionalize it so it would be closer to the people rather than having it centred in head office. This is one of the disadvantages, of course, that we have on an occasion like this. It would be nice to have our regional directors here so they could answer. We can assume some things; some other things we know accurately. The only thing I can say, Mr. Martel, is that as of tomorrow I will get in touch with them, or the boys will get in touch with them, and get back to you with something definite on the times of the meetings. But it is difficult for us to have all the regional directors in at a time like this.

Mr. Martel: Yes, I am sure it is.

I only have one final point I want to talk to you about. The minister and I have exchanged a fair amount of correspondence with respect to—I am being rather parochial now—a bypass from Highway 17 east to High-

way 69 south. The ministry is not accepting my suggestions. It is quite obvious they are going to move closer to the city of Sudbury than the Wanup road. Highway 537, I believe, is the highway from Highway 69 south to Highway 17 east, which is about 12 miles below the city.

I have been urging that route because the people in that area have some of the most deplorable roads on which to travel, and most of them work at either one of the two major companies in the area. The ministry has agreed there should be some upgrading of those roads and has put in \$400,000 over a five-year period for day labour.

We are talking about a road 12 miles long—not quite that now since the regional municipality of Sudbury took over some of that; because in fact it will go to the city of Sudbury.

I drove over that road again last weekend. It is really deplorable. The fact that you are spending \$400,000 over five years is even more deplorable; because we are talking about \$80,000 a year to bring up a road which serves the Finnish community living there. And \$80,000 today is peanuts to bring that road up to standard.

I might say that since I got involved it has been cared for and graded much more regularly than in the past, and certainly the people in that area appreciate it.

But I want to compare it to that highway across from Highway 17 east to Highway 11 through Field; there can't be 20 permanent residents on that road, and you are doing some very major reconstruction along it. The traffic counts are almost the same and you have undertaken extensive work in there.

As I say, I don't think there are 20 permanent residents along that whole road. But along the road I am talking about there is a whole Finnish community. They are finding it very difficult. Their shocks are broken constantly. Their springs in their cars are broken constantly. The school buses have great difficulty. It is of tremendous concern to the parents.

However, when I make the comparison of the two roads, one with only 20 families, and the traffic counts are the same almost, we get a rejection.

Of course, in suggesting this should be a bypass, I guess I was being a little selfish on behalf of those people. I thought if we made it into a bypass, then we would keep the heavy traffic out of the city of Sudbury, and

at the same time provide a road for those people.

However, the ministry sees fit to build a complete new road, where there are no people involved, to serve as a bypass. I just think, Mr. Minister, you just have to commit some money—and more than \$80,000 a year for the next five years if we intend to bring that up to any standard at all for those people in those backwoods areas.

Mr. Chairman: Mr. Martel, are you waiting for a reply?

Mr. Martel: I am waiting for a reply.

Hon. Mr. Carton: Mr. Johnston will reply.

Mr. Johnston: As you are probably aware, the results of our regional transportation studies in that area have indicated that to the south and east of Sudbury, in the long-term view, we need some requirements for a bypass facility; the demands being relatively light at this point in time, but with future growth they are bound to increase.

It was our opinion that the use of 537 would be a very makeshift solution to that problem and that it would be much more appropriate to launch a proper study along the lines of what we did on Highway 69 south to identify the most appropriate alignment for such a bypass facility for future construction at some point in time. That is generally the approach we have been taking.

Mr. Martel: Well, you can realize why I am suggesting it my way. I realize it is 15 miles below the city and about 12 miles across.

What I am attempting to do is to get a hookup from 69 south, which would take you across 17 east. If you went three miles on 17 east you could use the Coniston-Garson bypass—the back route which you people have repaired and then turned over to the municipality. This would take all of the major trucking to the mining industry, to Garson and Falconbridge, without having to go through the city of Sudbury at all. At the same time, it would be providing a road for the Finnish community. They really have some pretty terrible conditions to get to work and for the kiddies to get to school.

I realize that one should maybe keep the bypass closer than that, but it seems to me to be the only answer to get that community a decent road to travel on—and that is why I have taken the position I have.

If you are willing to spend money on both places, I'd say fine, leave your feasibility study

to later on, make it closer to the city of Sudbury—I couldn't care less. But I am concerned with a community that has spread out over 12 miles, with maybe 300 or 400 people. There is not enough traffic to warrant a major road job, but still they too must get to and from work. They too have to face the consequences of the car breaking down or a school bus breaking down, or having difficulty getting to school.

So I have taken the one approach possible: Let's make this into a bypass—even if 10 years from now you have to put one closer along the suggestion you have indicated. But to spend \$80,000 a year to improve that road work is just unacceptable.

Mr. McNab: How has the maintenance been?

Mr. Martel: Very good.

Mr. McNab: Because we did make that commitment.

Mr. Martel: Right. I made that point, that I appreciated it and so did the people in there. The maintenance is much improved over the last, oh, couple of years—greatly improved. But, you know, when it rains all fall and rains all spring, those dirt roads break down. And there are a large number of big trucks, as I understand it, now using it because it is being kept better. Some of the bigger trucks, instead of going through the city of Sudbury, of course, to get to Garson and Falconbridge, are using that bypass.

If I could ask the minister one final question. You are going to look into it, Mr. Minister, are you?

Hon. Mr. Carton: Yes.

Mr. Martel: Even if you don't make it a bypass, you might fund it a little heavier to bring it up to standard. The minister nods; I appreciate that.

Mr. Stokes: In the affirmative.

Mr. Martel: Could you provide for me a comparison of the grants made available to the provincial government from the federal government for the Trans-Canada Highway as opposed to what the other provinces have been receiving?

Hon. Mr. Carton: We have those—

Mr. Martel: I don't want them tonight.

Hon. Mr. Carton: Yes, we can; I would love to make them available to you.

Mr. Martel: And the reason for that is, of course, I have a gentleman up there called "Gentleman" Jim Jerome, who has been making a lot of hay out of transportation—and we in the province aren't doing anything, about it.

Mr. V. M. Singer (Downsview): A good fellow, a lot of people up there like him.

Mr. W. Hodgson: Not too many.

Mr. Singer: They vote for him.

Mr. Chairman: Order! Mr. Martel, continue.

Mr. Martel: There are too many interjections here.

Mr. L. A. Braithwaite (Etobicoke): He is a nice fellow.

Mr. Martel: Oh, he is a superb guy.

Mr. Braithwaite: An excellent politician.

Mr. Martel: In five years, though—

Mr. W. Hodgson: Haven't they got a choice up there?

Mr. Martel: —where he has some input where it counts to get freight rates reduced at the federal level, he has yet to speak on it—

Mr. Singer: He speaks very highly of you at all times.

Mr. Martel: I am speaking highly of him. But he has been playing games up there in the last month or so about there being no effort by the province to reduce freight rates and that we need a good transportation system and the province isn't spending its money wisely. But in God's name, what has the federal government done to reduce the freight rates in northern Ontario? It is the highest freight belt in Canada.

Mr. A. J. Roy (Ottawa East): It's not your fault—

Mr. Martel: From Levis, Que., to Armstrong, we in that part of the country absorb the highest freight rates of all.

Interjection by an hon. member.

Mr. Martel: Well, the member for Downsview can mumble there all he wants.

Mr. Chairman: Order. Mr. Martel, I believe you asked the minister for some figures.

Mr. Singer: I think he's a great fellow. He's made a substantial contribution to the affairs of Canada.

Mr. Martel: Yes, and he doesn't say a word.

Mr. Singer: Good man. Good fellow.

Mrs. Campbell: That is sometimes a virtue.

Mr. Martel: Sometimes, yes—

Mr. Singer: He speaks so well of you.

Mr. Martel: I might say for the member for Downsview that—no, I won't. I don't want to be unkind, I don't want to be unkind.

But, if the minister will supply me with those figures, because I want to indicate—the way he does—he does all his public speaking and all of his input on what should be done, on the television media in Sudbury. Nowhere else. And that he's going to get funding for—

Interjection by an hon. member.

Mr. Martel: He's playing petty politics, out of his own bailiwick.

Hon. Mr. Carton: Would you like, in addition to the Trans-Canada Highway, would you like, for example, the \$39 million the federal government is giving to the Province of Quebec and the \$100 million loan to build highways—

Mr. Singer: I thought the minister would agree with you somewhere along the line.

Mr. Martel: That's what I want.

Hon. Mr. Carton: —and the \$26 million DREE grant in some of the other provinces for building roads?

Mr. Martel: That's what I want.

Hon. Mr. Carton: That's the kind of thing—

Mr. Martel: That's the kind of stuff I want.

Interjections by hon. members.

Mr. Martel: No, I just want to make the point up there that if he's serious about reducing freight rates and getting goods into the north cheaper then he should start where he could have an input, and that's approaching the federal government to reduce the freight rates into northern Ontario.

Hon. Mr. Carton: Well, under protest I will supply you with the figures.

Mr. Martel: I hope you don't protest too much.

Mr. Chairman: Mr. Burr.

Mr. Burr: Mr. Chairman, I listened with great emotion to the problems of the northern members and I saw how they could all be solved if you had a few million dollars.

Hon. Mr. Carton: And you have them, eh?

Mr. Burr: Yes, I have them.

Interjections by hon. members.

Mr. Burr: I have them and I am willing to give them up on behalf of my constituents, because you would make a great many people very happy in Windsor West, which is represented by my colleague, Mr. Bounshall, and in my riding of Sandwich-Riverside if you would take the \$40 million or so that you have earmarked for the E. C. Row and give us instead an arterial road. Let this money be used where it could be put to better advantage. However, I understand from reading the minutes of yesterday that you covered, or at least you discussed the E. C. Row and I was at another committee—the select committee on drainage—so I will confine my remarks to four points.

First of all, I'm wondering about this policy of the super-banked curves. A year ago I wrote to the ministry complaining about the lack of any kind of banking or any visible banking on the 401 just west of Tilbury. I got a letter back saying that:

The curves on this section of Highway 401, as on all of Highway 401, were checked when the maximum speed limit was changed from 60 to 70 mph. Measurements by ball-bank indicator for the legal maximum speed showed there was no need to post advisory speeds at any of the curves between Tilbury and Windsor.

Mr. Eaton: I have seen you driving too fast.

Mr. Burr: And yet if you drive there today, this curve has been banked—well, it would be fine for Indianapolis I should imagine. It's really banked. I think there must have been some change in policy and that your highway department around our part of the country got carried away with this super-banking. That seems to have been what caused the trouble on Highway 18—the fact that they wanted to put in this banked curve and built up the highway to the height that it now is. However, I understand you are coming down to see it so we'll discuss that in person.

Hon. Mr. Carton: Right. But I'll have Mr. Adcock explain to you also.

Mr. H. W. Adcock (Assistant Deputy Minister Engineering and Operations): When that highway was originally designed back in the early and middle Fifties, the prevailing engineering criteria indicated that a 3-deg curve—which is a mathematical definition of a curve, and I know these curves are 3-deg curves—these curves would not be super-elevated. The design speed of the highway was 60 mph. The work which we are undertaking now in resurfacing is being done with an 80-mph design speed and a 70-mph speed limit in mind. Therefore, it is not so much a change in thinking as a change in engineering criteria. That's why we are now putting a greater super-elevation into these curves than was in the original designs.

However, they were still safe, mathematically, at 70 mph under the old design. I guess they are just a little safer and a little easier to drive with the super-elevation you get with the new resurfacing.

Mr. Burr: Yes, they are certainly safer because before they didn't feel safe. I drove them many, many times and you didn't have that safe feeling on that particular curve. But what surprised me was that it was perfectly okay a year ago, Nov. 30, 1972, but now it's changed. However, I'm happy about that.

There is something else though that I'm not happy about, and this is what seems to be a policy of building two merging lanes; where you have two lanes and they merge into one. One of them is on the Essex bypass at the west end. It is very dangerous, because the motorist is invited to go 60 mph just a few hundred feet previously. He is invited to go 60 mph and then he finds that he has to squeeze from two lanes down into one. I hope that has been changed, that the sign has been changed now. I believe it has.

Mr. Adecock: Sir, Mr. Eadie spoke on that yesterday during the debate.

Mr. Burr: Yes.

Mr. Adcock: Maybe he could give you a comment again regarding—

Mr. Burr: Yes, I read the minutes, but I couldn't figure out exactly what the final decision was on that. Have all the changes been made or—

Mr. L. R. Eadie (Executive Director, Operations): No, the changes have not been made in that area, Mr. Burr, but we are planning—by the time we had had the public meetings

down there and we had decided where it should be carried out, it was getting too late in the year to carry out construction work. So that is planned for early next year.

Mr. Burr: But the signs have been—

Mr. Eadie: The signs have been—like the oversize stop signs and the illumination and so on, that has already been carried out along with some extra zone painting.

Mr. Burr: Have you reduced some speeds?

Mr. Eadie: No, the speed limit has not been reduced.

Mr. Burr: Well, that I think is very important, because when you are invited to go 60 mph and then two lanes merge into one, it is quite a shock to you when you find somebody else going exactly where you want to go, where you intended to go. Thank you for the information.

The same thing has been put into the E. C. Row at Howard Ave. If you go from Howard Ave. on to the E. C. Row on the single-car ramp, you get there and find you have to share the road with the traffic coming over the overpass. It is very nerve-racking. I went up it just to have a look at it one day and I was so surprised that I thought I hadn't seen properly. So I went around again and came at it from Dougall Ave., and across the Howard Ave. overpass. I was in the single lane and here was the ramp coming up beside me. I had to share the road with traffic coming up the ramp. It is very disturbing and yet there are these two places on the Essex bypass and on the E. C. Row overpass where this happens. What do you think about that, Mr. Minister?

Mr. Eadie: I'm not exactly familiar with the location you are speaking about on E. C. Row, Mr. Burr, but normally you wouldn't have to share the same lane; there is an acceleration lane that comes in there—

Mr. Burr: Right, normally.

Mr. Eadie: What we would have to say is that we would have to have a look at that particular location.

Mr. Burr: I wish you would, thank you very much.

Mr. Eadie: Mr. Adcock says that maybe if you could—it is just temporary, that arrangement there at that location.

Mr. Burr: I hope it is temporary, but I don't think it should be even temporary.

Mr. Eadie: But we will certainly have a look at it, sir.

Mr. Burr: Thank you. The only remaining point concerns Highway 400. I was driving south from Parry Sound, I believe it was this summer and—

Mr. Maeck: Good country, Parry Sound.

Mr. Burr: —I was on a two-lane highway, and yet it was labelled 400. I kept wondering whether I was really in the right-hand lane and that over to my left somewhere that was another northbound lane, but here I was on a two-lane, two-way highway, and yet it is labelled 400. How come?

Mr. McNab: Well, that's—

Mr. Stokes: That is from Coldwater down to Barrie.

Mr. McNab: When Highway 400 was constructed, the eventual intention was, and possibly still is, to continue four lanes terminating somewhere in the general area around Gravenhurst. So it was built that far as a two-lane road, which was all the volume of traffic at that time required. So rather than to confuse things by having a different highway number, it was designated the 400 all the way up.

Mr. Burr: But can't you see the danger that somebody driving along, in a momentary lapse since he is on 400, will believe he is on a one-way highway?

Mr. McNab: Well, I really—

Mr. Burr: When 401 was being built, Mr. Chairman—

Mr. McNab: But I think, sir—

Mr. Burr: —there were many, many accidents when only one lane was opened and the one lane was used for two-way traffic. Many, many accidents took place there. Yet that was well posted; people knew that it was two-way traffic. It seems to me that you could do something about that.

Mr. McNab: Well, that location has one of the lowest accident rates; it is one-third the provincial average. As I recall it—and I don't drive that road too much—it is my recollection that there are lots of advance warning signs, advising people that it converges to two lanes. But we have had absolutely the minimum amount of accident experience on that road.

Mr. Burr: This is per 100,000 cars or whatever you mean?

Mr. McNab: Well, whatever measurement we use.

Mr. Burr: Yes, per use.

Mr. McNab: To my recollection—and I get a lot of representations over my desk—this is one of the first concerns that I have had expressed on that road.

Mr. Burr: Well, I am glad the accident rate is down, but when I came on it first I—

Hon. Mr. Carton: Well, you have hit the nail on the head, but I think the point is that anyone who is a thinking driver, and who thinks he is on 400, most people just really don't think, so anybody who is thinking—

Mr. Roy: Oh, come now, you are too harsh.

Hon. Mr. Carton: I would agree with you, there could be some confusion, I really do.

Mr. McNab: It has been like that for 16 years.

Mr. Burr: Well, I wish you would have a look at it because that is the way it struck me the only time I have been on it. People who drive it regularly, of course, know. But a person coming on it for the first time could have problems.

Hon. Mr. Carton: Right.

Mr. Burr: I think those are the points I wanted to mention, Mr. Chairman. Thank you.

Mr. Chairman: Thank you, Mr. Burr. Mr. Eaton.

Mr. Eaton: Thank you, Mr. Chairman.

Mr. Martel: Here we go.

Mr. Eaton: Before I get into Highway 402 and fill you in on some of the facts on that situation, I would like to make a couple of comments on other construction jobs in our area, particularly Highway 81, which you will note also is referred to in some of the comments. Highway 81 was paved this year and many of the people in the area have said thanks for getting that job done a year early. I am sure they would like their comments passed along to you, Mr. Minister, because it has improved that area greatly as far as the traffic is concerned.

Two other construction jobs that I would like to see you take a look at in the area are—

Mr. Martel: They keep giving the minister away.

Mr. Eaton: —first of all, the county of Middlesex I think has made an approach to you regarding Wellington Rd. going from the city of London to St. Thomas and the possibility of taking that over; doing reconstruction on it and using it as the major artery between city of London and St. Thomas.

Another road which I believe needs taking over is the continuation of Highway 73, which runs from Aylmer to north of 401, and that is where it stops. It stops at what is known as Hamilton Rd. in that area, but it is not really a major artery. It puts any traffic off it through the small village of Dorchester. I feel that that highway should be taken over by the ministry and work done on it to pave it. There has been a new bridge put in this year by the county. It is only about a four- or five-mile stretch of road. This would connect it to Highway 2 and put a reasonable artery down No. 2, which has already been widened into the east end of the city of London—where some of the industry referred to by the member for Sudbury is located.

Now, to get to the subject of Highway 402, I think there are some facts that need to be brought to light here which were taken out of the survey that the member for Sudbury mentioned. He pulled two or three figures out of a 34-page survey and used them.

I think we can probably go back right to some of his first statements from last fall, I guess, when the change was made in the direction the route was going. City of London council at that time was in favour of going outside the city and made the approach not only to the members in the area but to yourself to see what other possibilities there were.

I wasn't particularly concerned at that time because it wasn't going through my riding. The new route goes completely through the riding of Middlesex South and I wasn't too happy to see it go that way. But at the same time, the figures that were put forth by your department showing the possibility of these routes were quite concrete and well researched.

I would bring to the attention of the member for Sudbury—who would like to put the highway northwest and northeast of the city again—that to do that you would cross one township completely at an angle. Every farm you went through would be severed at an angle. This is just completely unfeasible when you are trying to run a farm operation prop-

erly and find that you are being cut cross-ways by a highway going through it. Also, that highway goes some 17 miles farther by going north and northeast of the city of London. This means you are going to use up much more of that farmland that you purport to be so concerned about to the southwest of the city of London.

There are other things that were brought to light by the study team when they were in the area. They included the value of particular areas for recreation and the ecological nature of the area. Fanshawe Lake lies to the northeast of the city of London and has one of the highest recreation uses in the particular area—and a highway to the northeast would certainly interfere with that.

You have expressed some concern over the industry to the northeast of the city of London. Any of the industrial surveys and the projections for the coming years for that area show some 13,000 jobs in the northeast corner of the city of London, with some 16,000 along the 401 to the south of the city, where the 402 will come fairly close.

So, I think they are sort of barking up the wrong tree when they say they need to have the highway there, just to serve that industry. Because at the same time they are putting the 402 in, they are putting an industrial corridor in to serve that traffic. So both the industrial portions of the city will be served by the 402 link when it comes through.

I know that some of the group in that area who have raised a lot of the noise regarding the 402 highway have been quite politically-oriented. I know that the candidate for the riding of Middlesex North for the NDP, Mrs. Chefurka, even bragged about her party putting money into the area for the citizens to reconsider the proposal and to try and stir up a hornet's nest out in that area.

Mr. Roy: Terrible!

Mr. Martel: Is that ever wicked!

Mr. Germa: Tell us about the hobby farmers.

Mr. Eaton: I think one has to consider this and you make reference to the hobby farmers.

Mr. Germa: Col. Labatt told me about it.

Mr. Eaton: Well, some of the Citizens for Reconsideration—which particularly raised a lot of the noise about this, and I am sure they are the ones you have probably had contact with—are in that area with 10- and 15-acre lots. They expressed great concern about going through that area, not for the

farmland but particularly for the ecological area which is involved, which they in particular live in.

Some of the people in the area that the highway is now going through went to that group—Citizens for Reconsideration—after the highway was moved a little bit out of their area, and asked them for help to fight the highway. Particular individuals in the group said, "We have got the highway out of our area so we are not too concerned now," and they didn't get help from the Citizens for Reconsideration. They weren't really interested in opposing the highway, except when it went through their neck of the woods.

Some of those people even expressed an opposition to industry going along that highway. I am not too keen on that myself, because it is a farm community and I don't think we want industry sprawled on good agricultural land. Some of the people who made the biggest noise were people from our university who seemed to have some very nice, well-situated homes out there. They certainly don't work in industrial jobs—they have pretty good jobs at the university—and yet they are opposed to the kind of small industry that located along some of that area previously and they are opposed to those kinds of jobs being created in our community. I think they are very narrow-minded in that approach. They have got up in their ivory towers in the university and they don't care to participate in what is really happening in that local community.

I want to say a few things about the survey, particularly in that area, and I would like to make some reference to some other things.

Mr. Roy: What area was that?

Mr. Chairman: Construction of 402.

Mr. Eaton: The figures that were brought out by the member for Sudbury of 37 per cent in favour of the highway and 42 per cent opposed, were accurate figures; they were percentage figures, not individual numbers as quoted in here. They are accurate figures. I, in fact, am quite surprised that the number opposed is only 42 per cent. I had the experience of the 401 going right through the farm right across the road from us—and I worked with the farmers right along the 401 when it went through—and I found that some 70 or 75 per cent of the people along there would rather not have seen a highway go through at all.

But there are other figures in that survey that I would like to bring out. One in par-

ticular is a question: "Do you think Highway 81 and 2 needs relief now?" Fifty-eight per cent of the people in that community said "yes," they thought the highway needed relief now. A further question, as to how many felt it would need relief in the future—63 per cent of the people in that community said that they felt the highway would need relief in the future, or something would need to be done.

Forty-nine per cent said "no" and the other 17 said they didn't know and there were other various answers—three and eight per cent. This study went on to show the relationship of where people shopped, where people went to church and many other things in that community, so that the study team could find these things out in placing their highway. I would like to say that I feel that the study team in the area has done an excellent job in gathering facts on the effect of a highway on the particular area. They have now gathered information on the number of acres of dairy land that the highway might go through, the tobacco land it might go through, waste land, ecological land, the number of homes that are going to be affected; they know the number of miles of fog-prone areas on each of the particular routes, and I feel they have done an excellent job in gathering these facts.

I think the member for—I don't know what your riding is—

An hon. member: Sudbury West!

Mr. Eaton: Sudbury West, made some remarks about information presented at meetings. Well, this same study turned up some very interesting facts on that. The question was: "How do you think the study team has explained matters concerning the highway to the public up to to now?" It was based on "very well," "well," "not bad." Those three sections picked up 75 per cent of the support of the people who answered the survey, and "poorly" and "very poorly," only 25 per cent. So I think the information presented at these meetings was very well received and understood.

Beyond that, drop-in centres were set up, where people could come in and sit down and discuss their particular problems individually with the study team, and I think this worked out very well.

I think Mr. Germa made some remark about the members in that area not being too involved and not interested. I don't think anything has taken more of my time since I have been a member of this Legislature, with

the public meetings I've attended, the small meetings of four or five people in various areas which might be affected. As late as this Saturday afternoon I dropped in and met three people in a particular area which might be affected by the highway. Their information was relayed to the study team on Monday. I have had a continuing contact with various groups in the community that might be affected by this highway.

I think, in reference to the interest in agricultural land in that area, probably no one in that area has been more involved in that type of thing with highways than I when I worked with the Federation of Agriculture and had to fight with these fellows sometimes for settlements on highways and bypasses affecting the individuals. I have assured the people in that area that when it comes to it I'll be fighting hard on their side. I'm seeing that all the facts they bring forth on their community are presented.

I think many figures were thrown around as far as the trucks and so on going through the area are concerned. I haven't got them all with me tonight either. Some remarks have been made about American traffic coming through there and I recall a figure of about 15 per cent of the total trucks going through the area being American. You have to stop and think that going the other way, crossing at Sarnia and going north up to the Soo are a lot of transports which come from Ontario and use Highway 175 in Michigan going the same way. I think it's a reciprocal situation—the traffic is going both ways.

I feel a little disturbed sometimes that some of the people in the public meetings, particularly some of the ones who were trying to stir up most of the trouble—not because they were concerned about a highway but for political purposes—went to the trouble of saying they were concerned about a few trees. We are all concerned about the trees but at the same time they ignored the man in Mount Brydges who stood up and said he was concerned about the trees and the flowers, too, but he was more concerned about his children and the many transports passing through those villages in that area, particularly the village of Mount Brydges.

I think when you gather all the facts on this highway, as the study team has done, and put them all together, they can come up with a route. Certainly not everyone in the area is going to be happy with the route. I don't doubt that if it wasn't for the traffic flow, nobody would want a highway such as 401 or 402 to go through their area. They would be satisfied to have things go on as they are

if the local roads weren't loaded with through-traffic.

I think these are the things that the study team has taken into consideration in trying to find a location for this highway. It's a highway that's needed. It's a highway that's needed to serve through-traffic from the Sarnia area. It has a lot of support in the area. Certainly, it has a lot of opposition because it is affecting individual homes. As I said, I'm surprised there were not more individuals opposed to it but I think the traffic in the area is the reason they aren't as opposed to it as I would have expected to find them.

Mr. Chairman, even though we don't want to see a highway through the area because of the effect on our individual homes, at times there are other things which have to be served. I want to compliment the study team on the way it carried out the work in the area and is carrying it out.

There are things which can be improved. I think I've passed some of them on to the minister and we've had some continuing contact on this. I would hope that when members from another area bring up a subject such as a highway like this, they would go into the area, gather all the facts, and know what they are talking about before they start to run off about it. Thank you.

Mr. Chairman: Is there any—

Hon. Mr. Carton: I don't take issue with anything he says.

Mr. Roy: It is all objectively said.

Mr. R. Haggerty (Welland South): What is your position on it, Robert?

Mr. Martel: Which route do you want?

Mr. Eaton: I have given my position—I'll go on a bit. I've given my position. The people in the area know my position. I've made it quite clear at all the meetings.

Mr. Haggerty: Put it on the record.

Mr. Eaton: I've made it quite clear at all the meetings and I'll put it on the record here.

Mr. Haggerty: Put it on the record.

Mr. Eaton: No one wants to see a highway through the area but the highway is needed and we want to find a route which is going to disrupt farm land the least and people the least but is going to serve the most traffic through that area, it's certainly going north of the city although some have suggested it does not. It's going to mean about 17 extra

miles of road, probably \$20 million more of expenditures, and it's not going to serve the through-traffic but it's going to be tying up some of the in-city traffic with it.

Mr. Haggerty: That is why they want all these studies so that nobody makes a commitment. They can hide behind them.

Mr. Eaton: The commitment was made a long time ago in our area and I made it public.

Mr. Haggerty: They did the same studies on the Niagara Peninsula.

Mr. Martel: Which route did you want? Route D?

Mr. Chairman: Mrs. Campbell.

Mr. Martel: Which one?

Mr. Roy: Our Mrs. Campbell.

Mr. Eaton: Route D or H.

Hon. Mr. Carton: There is only one Mrs. Campbell.

An hon. member: Thank God.

Mrs. M. Campbell (St. George): Well, that surprises me. In the House—

Mr. Roy: Go get 'em, Margaret.

Mrs. Campbell: —the matter of the Elora bridge was raised. I had not thought to raise it again but I had asked a question in the House. Am I clear that the people who are local to the area have, in fact, the final decision on this matter as the answer is given in the House?

Hon. Mr. Carton: The county council.

Mrs. Campbell: Certainly they have deserved a quality and a character there for which I think they deserve a great deal of credit. They were concerned that people coming from outside—and some distances outside—were trying to make the decisions that affected their lifestyle.

The second question that I have: What was the arrangement in the building of the Keele St. bridge? I don't wish to be parochial about it, but I would like to ask questions which would have a general connotation for other bridges. Was that a Metro-provincial partnership deal, or was it entirely provincial?

Mr. McNab: Keele St. over at 401?

Mrs. Campbell: Yes.

Mr. McNab: That was completely provincial.

Mrs. Campbell: That was my understanding. Then could the minister tell me what happened to cause difficulties with rusting? Was it something in the design, was it an effort to skimp on materials, or what? The indication to a layman was that perhaps a faulty quality or an improper quantity of covering was used and we had to go back and spend more money to correct what appeared to be an effort to save money on a bridge. Was that the case?

Hon. Mr. Carton: Do you mean Leslie St. rather than Keele?

Mrs. Campbell: No, the Keele St. bridge.

An hon. member: There has been no remedial work carried out on the Keele St. bridge since it was constructed.

Mrs. Campbell: Oh.

Hon. Mr. Carton: It was the Leslie St. bridge, more than likely.

Mrs. Campbell: No, I wasn't thinking of Leslie St. But in any event, what are the ministry's criteria for materials used in construction of bridges to ensure that they don't crack up? We had some problems in the city with some faulty construction contracts some years ago, and I'd like to know if we have criteria now for the total bridge construction across the province?

Mr. F. S. Miller (Muskoka): Generally that they are something you have to go over.

Mr. S. B. Handleman (Carleton): That is the first criterion.

Mrs. Campbell: Sometimes you have to go under, you know. That happens too.

Mr. Adcock: As far as the design is concerned, we use a set of standards developed by the American Association of State Highway Officials. These are bridge design standards that are used pretty well all over the world. As far as the construction standards are concerned, they are set down in our contract. Structural standards are contained in a fairly large document called "Form 9" which sets down all the requirements for strength of concrete and the way it will be poured and so on.

Mrs. Campbell: All right, it appears I am in error. Certainly there was some work being done on Keele St.—I witnessed it—but perhaps not by the province. But what hap-

pened at the Leslie St. construction? Did we run into some faulty contracts?

Mr. Adcock: No, I don't believe so. The Leslie St. problem is an indication of what's happening to a lot of our structures and a lot of other structures in the northern part of North America. This problem results from salt permeation into the concrete—

Mr. Haggerty: Better off to go back to studded tires.

Mr. Adcock: —and the reinforcing steel begins to corrode. The corrosion has an expansive effect on the concrete, which flakes off. We've been doing a great deal of work, as have a number of American authorities, on research into how to inhibit this. There are many ways of trying to keep the salt out. We have found this to be quite ineffective and we are now getting into an electrolytic way of stopping corrosion taking place in a manner similar to that in which pipelines are grounded, if you like. We hope that this may be a solution. It is now being experimented on in California. We hope that next year we will have some experimental work going on which will inhibit the actual corrosion of the steel by the permeation of salt which is used in the winter.

Mrs. Campbell: You will have to forgive me, but I wonder about experiments taking place in California as opposed to taking place where there are going to be winter conditions.

Mr. Adcock: There are roads in California where they have extremely heavy winter conditions and a heavy salt condition.

Mrs. Campbell: In the north?

Mr. Adcock: Yes.

Mrs. Campbell: And this is where it is taking place?

Mr. Adcock: It is the only place we know of where it is being done now, but we have been fairly close to the California people who are responsible for it. We are hoping to have at least one bridge which will be under experiment, starting next year.

Mrs. Campbell: The third question, Mr. Chairman—my final question, you will be delighted to know—is, I wonder if you could tell me whether our median strips are a standard median? How do we arrive at them, because the ones on the Quebec highways seem to be much greater. I haven't measured them but just from appearances they appear to be, and I wondered if we have looked at it.

The reason I am concerned, Mr. Chairman, was that, coming back from Peterborough after the weekend following March 15, we ran into very nasty driving conditions. It was a bit of concern to me to see buses going across the median strip. There were potential, and in fact actual, damages to vehicles as the result of it. I wondered whether I'm right or whether I'm wrong. I haven't measured them, as I say.

Mr. Adcock: I am not familiar with Quebec standards, Mrs. Campbell, although I have driven on some of their freeways and know that in some instances they do have very wide medians. Our hope is to get as wide a median as we can. Highway 417, which is being built from Ottawa to the Quebec border now, has extremely wide medians on it.

Mr. Roy: In fact, you have miles apart in some places.

Mr. Adcock: Yes, we have.

Mr. Miller: Down there they need more space between the drivers than we do.

Mr. Adcock: That is not only good from a safety point of view but also from an aesthetic point of view.

Mr. Roy: It will be a great highway once you get it finished.

Mr. Adcock: Our standard where we are dealing with a relatively narrow swath of land right now would be preferably 80 ft, if we could get that, although in many instances we can't because of the high cost of land.

One of the things which you are probably noticing that bother you is the fact that we are now using up some of the old medians that we had bought many years ago. They were 30 feet, and when we require to widen a road from four to six lanes, we have had to steal a fair chunk of that 30 ft. This results in the placing of a pretty heavy-looking box beam barrier, as we have done on Highway 400 during the last two construction seasons. But, again, to do that widening on the outside is going to be much more expensive than using up that space which you have on the median today. Whether Quebec has a wider standard than we have, I very much doubt.

Mr. McNab: The Quebec highways that have that wide median, Mrs. Campbell, were built much more recently than ours and in areas where there weren't the same constraints on space that we are having. As Mr.

Adcock pointed out, a Highway 417 east of Ottawa we are going for the much wider standard, which is generally accepted as being better at this present time.

Mrs. Campbell: Then I take it that it is just an evolution of highway techniques and designs that we are talking about.

Mr. McNab: Design and improvements.

Mrs. Campbell: It struck me as a dangerous situation in that stretch of highway just out of the Peterborough approach to Highway 401.

Mr. McNab: That would be around Highway 28, I imagine.

Mr. Adcock: Do you mean Highway 7 east of Peterborough

Mrs. Campbell: I am talking about Highway 401.

Mr. McNab: No, Highway 28 where you go up to Peterborough.

Mrs. Campbell: No. You get off Highway 115 and you are on to Highway 401. I am talking about that stretch there.

Mr. Adcock: That is a 30-ft median. That was one of the old first designs of Highway 401 where the original construction was all 30-ft medians.

Mr. McNab: It was built just after the war.

Mrs. Campbell: Well, I trust you won't be in the unhappy position of being on that highway when a bus catapults across it because it is a pretty terrible situation, believe me. It seems to me that there should be some kind of concern about that in highway design particularly for highways which are used as much as 401 is.

In closing, Mr. Chairman, I would just like to comment. I have been hearing the deputy discuss the accidents on various highways and that some of the accidents don't meet the general Ontario standard of accident. It chills me a little bit to approach accidents from that point of view, particularly having read the Premier's (Mr. Davis) speech to the insurance group when he said that accidents were a way of life. I would trust that that is not a philosophy of this ministry, in any event.

Mr. McNab: In explanation, I certainly have aversion to the accident rates we have now, but we have to realize, and I think you

would agree, that we must focus our greatest attention on figures where the danger is the most. We can't accomplish everything at once but it is surprising how few accidents really are caused by the design of the highways. It is generally the driver who is at fault. Of course we have to design our highways so that as much as possible they will take into consideration that drivers are somewhat less than perfect, as illustrated by some of the statements that were made the opening day of our estimates.

But what I meant by that remark was to say that we feel that we have to give our greatest emphasis in the areas where the highest traffic volumes exist, such as Highway 17 east—

Mr. Roy: Yes sir.

Mr. McNab: —and where we are putting in Highway 417.

Mrs. Campbell: Well, perhaps if we give a little more attention—I am not going to get into your area—but if we gave more attention to these other highways perhaps we wouldn't have so much traffic on the main ones. I leave you with that thought.

Mr. Chairman: Mr. Handleman—a deal between him and Mr. Hodgson—

Mr. Roy: Well, surely, Mr. Chairman, if we have been waiting here—can you make deals like that?

Mr. Chairman: Well, this has been a practice in committee. If someone relinquishes his time—

Mr. Handleman: Mr. Chairman, Mr. Minister, it is 417 time again, and I know Mr. Roy will be speaking on it later. I also have some comments to make on Highway 416, Highway 17 west of Ottawa and some aspects of property acquisition.

I am not as brave as Mrs. Campbell, I am not even going to try to dispute the engineering expertise of your staff. There is no way that we could even beat them on that ground. There is no question that Highway 17 as it's now known probably has been one of the most accident-prone stretches of highway anywhere in Ontario.

I am told by my colleague for Ottawa West (Mr. Morrow), who has been here many more years than I have, that it isn't really a waste of time to come to estimates and bring these matters up. Even though we are told, "No, it can't be done," somehow or other it seems to be done—such as some of

the passing lanes that have been put in. In previous years in estimates we were told they couldn't be put in. There are many slow-moving trucks on that highway, possibly impatience to pass has led to fatalities. We are told that it is impossible to put in these passing lanes but some of them are in now.

Mr. Roy: Where?

Mr. Handleman: On certain stretches of 417.

Mr. Roy: Old 17?

Mr. Handleman: Old 17, yes.

Mr. Roy: Around Orleans?

Mr. Handleman: Yes. We were also told, I think, last year when I was here, we asked for certain stretches of the highway to be opened to connect with the old sections. That couldn't be done, but some of it has been done. That highway is so dangerous, Mr. Minister, that we even had fatalities on the unopened stretch; which is not supposed to be in use.

Mr. Roy: And on the detours.

Mr. Handleman: No, where some people went joyriding on the unopened stretch and went slam-bang into a bank of material at the end of it and died. The burning question in the Ottawa area for many years, and I'll repeat it again, is, when will we have Highway 417?

Mr. Roy: Right.

Mr. Handleman: We are told it is being done as quickly as humanly possible, as fast as engineering abilities will permit you to do it.

Mr. Haggerty: Isn't that a federal problem?

Mr. Handleman: What 417?

Mr. Roy: No.

Mr. Handleman: No, that is ours.

Mr. Haggerty: Oh, that is unusual.

Mr. Roy: No, we are together on this.

Mr. Handleman: It is not in my area, but it leads into the major metropolitan area of Ottawa, and the replies that I have had to give to people is that the construction is intricate, there are many overpasses, bypasses and accesses which require a great deal of engineering, but there still seems to be the feeling in that part of the country that 417 should be pushed. Again, I can't argue the

engineering aspect of it. The engineers can always shoot me down and say, "It is being done as quickly as is humanly possible." I said this last year and I'll say it again, we really don't want to have to count the number of people who will be killed before the highway is completed.

Mr. Roy: One a month.

Mr. Handleman: I don't know the statistics—

Mr. Roy: Well, I do.

Mr. Handleman: —but there certainly is a high rate of fatalities on that highway.

Having said that, and I know every member from the area will say the same thing, I am not casting any blame on this thing. I simply say, please get on with the job and get on with it as quickly as possible. Let's hope that it will be open in time for the 1976 Olympics, when many people will be travelling that road to Montreal.

Mr. Roy: You had better have it open in 1975 or you are going to lose your election down there.

Mr. Handleman: I'm not worried about the election; I'm worried for the people who drive on it.

I would like to say something about highways—

Hon. Mr. Carton: Excuse me, would you like to get—

Mr. Handleman: Yes, I wonder if we could get an up-to-date report on the status of Highway 417, because it seems to change quite frequently.

Mr. Roy: I wonder, Mr. Chairman, since my colleague is discussing 417, if I could get in my comments?

Mr. Chairman: We haven't allowed this. We have allowed each member to make his presentation.

Mr. Roy: Well, it is going to be repetitious.

Mr. Haggerty: He may be able to assist him. I'm sure he can.

Mr. Handleman: He may have the answers for both of us.

Mr. Haggerty: After four years, do you think you are going to get it?

Mr. Handleman: I have only been asking you for two years, you know.

Mr. Haggerty: You might hear something.

Mr. Adcock: Mr. Chairman, to the hon. member, all the contracts from Ramsayville to the Quebec border have now been awarded and they are all under way. It is our expectation that we will have a paved road from Ramsayville to the Quebec border in the fall of 1974.

Mr. Roy: You said that last year.

Mr. Haggerty: Get the number.

Mr. Adcock: We still have problems, as yet unsolved, from Ramsayville to the Queensway, but we are working on that.

Mr. Handleman: That's at Green's Creek? From Green's Creek on?

Mr. Adcock: No, from Ramsayville.

Mr. Handleman: To Blair Rd?

Mr. Adcock: To the Queensway.

Mr. Handleman: It ends there.

Mr. Adcock: There were three contracts we were endeavouring to get going, but the original prices were very high so they were not awarded, and we are endeavouring now to find cheaper borrowing. As far as the section that you are bringing up, from Ramsayville to Quebec, the contracts are all let and they will, as far as we know, all be finished by next fall. Now, I hasten to say that we have had two terrible summers in the Ottawa Valley down there. We have never had as much rain and it has held up the grading operations very substantially, so if we have another bad summer next year, I don't know what will happen.

Mr. Handleman: That stretch will be in use, though, by the fall?

Mr. Adcock: Yes, it will be in use by the fall of 1974.

Mr. Handleman: How will you connect from Ramsayville to the Queensway?

Mr. Adcock: It will have to be on the local road system in the intervening period.

Mr. Handleman: As I say, I think this is a sort of a routine thing that has to come up every year, because it is a major problem—

Mr. Haggerty: It is a routine answer too, isn't it?

Mr. Handleman: No, we had rain. On Highway 416, and I am not going to talk about the choice of a route through Nepean township, which is the most controversial

aspect. We have 25 community associations in Nepean and I am sure they suggested 25 different ways that it could go through. I suggest that the only way to satisfy them all is to put it through my backyard and then I will be able to say that I am the one who is hurt the most. I don't know what your final choice is going to be there, and I have made no public choice myself, because, quite frankly, I don't see how you can reconcile the opposing situations. But there is a stretch from Kemptville, where the new stretch ends, on which all of the traffic between Prescott, New York State and Ottawa, goes right through the main street of the village of North Gower.

There is no question, the plans are there to bypass the village of North Gower. The question being asked there is—wherever it may go through Nepean township—can we not proceed with the northerly extension from Kemptville past North Gower and hook into Highway 16, south of Ottawa, somewhere, until we decide where it is going through the urbanized area?

I am not asking you where it is going to go through the urbanized area, but how soon can we expect it to bypass the village of North Gower, where people are being choked with Sunday afternoon traffic fumes?

They can't sit outside any more. It's just a constant, continuous stream of traffic through that one village. No other town has that traffic going right through the middle of it.

Mr. Johnston: Sir, I believe the roadway you are referring to now was completed on the section south of the Rideau River up to Kemptville—

Mr. Handleman: Yes. That's right.

Mr. Johnston: —for a number of reasons, and structural condition of the roadway was one. That meant that something had to be done in the area. But north of that area, conditions are quite different. The section of 16 through North Gower was reconstructed, I believe, in the mid-Sixties and, from a structural point of view, it is quite adequate at this point in time.

Mr. Handleman: Oh yes.

Mr. Johnston: So it boils down to a matter of priorities again. It's wise to be able to tie this into a continuous programme which ties in the northern part and also into the overall priorities and how soon you can proceed with that.

Mr. Handleman: There is no question about the surface of the road. Structurally, it's fine. I drive it and there are no bumps; there are no holes. It can be driven on.

But the people in North Gower, then, are going to have to wait until the whole highway route has been determined and it is going to be a continuous job from Kemptville north through to the Des Chenes Bridge, or wherever it is.

Mr. Johnston: As you are aware, the public hearings are under way now for the official plan and it is hoped that that will lead to a resolution.

Mr. Handleman: That's not going to be easy. I can tell you right now that the public participation policy is great in theory, but you are going to get 25 different community associations arguing: "We think we want the road, but we don't want it near us."

It's like public housing: Everybody's in favour of it; nobody wants it near them.

If we are going to have to wait until the resolution of that problem, to solve the problems of the people in North Gower—well, I'm going to have to go back to the people in North Gower and tell them this.

Then, maybe, they'll push the people in Nepean to determine where the route is going to be. Okay, that's the answer and it is an honest answer.

I wonder if I can speak to you briefly about the widening of Highway 17 west of Ottawa—that portion of the road which nobody, apparently, asked for; nobody really wanted—but the ministry decided to do it at a cost of about \$2 million. I had never heard of—

Mr. Stokes: You mean they are building highways where people don't need them?

Mr. Handleman: Right. Where the member asked for it not to be built.

In other words, it's something that the ministry felt should be done and, maybe, they were right again. I am not an engineer. It is just that the Queensway is less than half a mile away from it. It is a secondary road. It serves practically no population. It is right near my home. I know it as well as I know the palm of my hand. Nobody really wanted the road to be built.

But since it has been built—probably because of a regional plan to widen Carling Ave. right out to the city limits and, therefore, to hook into it—I wonder if it is at all possible, in the construction of that road, to

provide better temporary service for the people than they have now?

Since they didn't want it very badly, they now feel imposed upon by having some of the most horrible driving conditions you have ever seen in your life. I don't know who the contractor is. I don't really care, but it does seem to me that there is very little ministry supervision to be sure the temporary grading is being done.

There is a manhole cover there that has taken off the oil pans of two cars and they have asked me what to do and I said, "Sue the contractor and the province." It's complete negligence. There's not even a marking on it. It is not on a lighted road, and this is the kind of thing that is happening. Nobody seems to be worrying about this.

As far as the intersections are concerned there, and the elimination of traffic lights, I have spoken to the minister about that and I am not going to bring it up again in estimates. A whole community which has had traffic lights for a number of years is going to be losing them. They are quite upset about it, even though the engineers say the traffic count doesn't warrant traffic lights. Maybe they shouldn't have been put there in the first place.

Mr. Roy: Where's that?

Mr. Handleman: That is at Moody Dr. and Grandview Rd., near Northern Electric. The traffic lights are being removed in the plans and we are still waiting for some confirmation that perhaps it will be in order to put them back.

There is also the plan, apparently when that construction is completed, to turn it over to the regional government for maintenance. In other words it will then become a regional road. Our experience in maintenance—and it is not really in this item but I am mentioning it because it is in connection with construction—is that the best maintenance is done by the township. The second best is done by the province, and the worst is done by the region.

Mr. Haggerty: Sounds like the Niagara region, doesn't it, eh?

Mr. Handleman: In our area the regional roads are well looked after. The regional roads outside of Ottawa are not so well looked after. Part of that is simply because Mr. Basford refused to give us a proper maintenance unit out in the area where it should be, in the green belt, and I quite agree with him.

Mr. Roy: What would you do if you didn't have the federal government to blame?

Mr. Handleman: I am not blaming them. I'm simply saying if we had the maintenance equipment out there we might get better maintenance service.

Mr. Roy: Wait till you get Stanfield in there. Then you'll be scared as hell.

An hon. member: Oh, we'll get something done then.

Interjections by hon. members.

Mr. Handleman: In any case, regional government must find a maintenance unit location, and it is not going to be in the area where it should be—which is outside the city of Ottawa. Therefore we are going to still continue to get third-class maintenance from the regional government. I would much prefer that the province would continue to maintain it because we have always been quite pleased with the maintenance standard of the province. You get one pat on the back among all the other brickbats.

Mr. Roy: Have you finished now?

Mr. Handleman: No, I just wonder if I could hear what kind of service we can expect in that widening?

Mr. McNab: In the widening, certainly we will check into the maintenance. But I think your first point was, why is it being widened?

Mr. Roy: It was.

Mr. McNab: I think that Moody Dr., Kanata, that area—is that what you are talking about?

Mr. Handleman: No, it doesn't go as far as Kanata. It is from the city limits west to Northern Electric.

Mr. McNab: In that area the traffic volumes are higher than Highway 17 east.

Mr. Handleman: I know. It is because—

Mr. Roy: But are you talking about the Queensway stretch

An hon. member: The Queensway stretch is down by the canal.

Mr. Handleman: If I may, Mr. Deputy, it is because of the temporary situation whereby you divert traffic from the Queensway on Highway 17 to keep away from Kanata, which is only a temporary thing. Once that

Queensway bypass at Kanata is completed there won't be any traffic on old Highway 17, and that's where the widening would not be necessary. But it is being done, the contract is there. I'm aware of the explanation; I just don't agree with it. I'm not an engineer, but I am concerned about the maintenance of driving conditions in there, and I've mentioned the traffic light. I'd like to leave it at that.

Mr. McNab: Mr. Adcock will certainly look into it.

Mr. Handleman: I wonder if I could ask you something about the general property acquisition policies which apply. There are many hearings of necessity, particularly in the extension of the Queensway. This is not your ministry that conducts these—it is the Attorney General (Mr. Bales) who looks after these. But I often wondered about people—particularly farmers, laymen, people who go to these hearings of necessity—where they sit as a lawyer conducts it. There are engineers and technical people on the other side. It seems to me the balance of power is all on the side of the ministry which has ordered the expropriation. The poor man sits there and he is at a complete disadvantage in trying to relate his position concerning the hearing of necessity. This is not compensation; that is a different matter where you can hire a lawyer we do nothing whatsoever to try to equalize that adversary system. We've had many cases of hearings of necessity where I have been told the farmers' case. It seems logical to me, he goes to the hearing of necessity and he comes back and he says they had to do it because the law says they had to do it. But it was simply a formality; it was a foregone conclusion.

It might assist some of us who have to try to justify the decisions of these inquiries if we could get some type of statistical breakdown to show the number of hearings which ever end up in favour of the applicant—

Mr. Roy: Are there any?

Mr. Handleman: —as distinct from the expropriating authority.

Mr. Roy: I'll bet you there is none.

Mr. Handleman: I would like to know if there have been very many in the past few years.

Hon. Mr. Carton: Even if they wind up in favour of the applicant, something that shook me rigid, that still doesn't mean that it won't go ahead.

Mr. Handleman: Oh, I know that.

Mr. Haggerty: That's justice.

Hon. Mr. Carton: I was talking of one that Metro had, which I was involved in as a lawyer.

Mr. Roy: Was it under the new Act?

Hon. Mr. Carton: It was after the new Act, yes. Even though the hearing officer finds there really isn't a necessity, you can go ahead notwithstanding.

Mr. Handleman: What is the purpose of them then, Mr. Minister? Is it simply to pay lip-service to them?

Hon. Mr. Carton: No, it is to let the applicant have his day in court.

Mr. Handleman: But if he wins his day in court, he still doesn't win.

Mr. Haggerty: Where do you get that information after that hearing of necessity has been called? Where would you obtain that? What department? Land compensation?

Hon. Mr. Carton: The hearing itself?

Mr. Haggerty: Yes.

Hon. Mr. Carton: It goes back to our ministry; the decision comes back to our ministry.

Mr. Haggerty: It does, eh?

Hon. Mr. Carton: What Sid is mentioning is that the hearing officers are appointed by the Ministry of the Attorney General.

Mr. Haggerty: The Attorney General?

Mr. Handleman: Does the applicant receive a full statement as to the reasons for the hearing officer's recommendation.

Hon. Mr. Carton: The applicant has his own lawyer; we pay his legal fees, Sid.

Mr. Handleman: On a hearing of necessity? Because I asked the Attorney General that and he said, "No. Why should we?" On a highway expropriation—Hydro doesn't, I know—but on a highway expropriation, can I tell a person who wants to go there that you will pay for whatever counsel fees he may incur?

Hon. Mr. Carton: That is my understanding, Mr. Leach—

Mr. Handleman: Or is that in a compensation hearing?

Mr. Adcock: No. Whatever fees—I think the term is "reasonable legal fees."

Mr. Handleman: Okay, you can't hire Mr. Singer but you might be able to hire Mr. Roy.

I have completed my remarks.

Interjections by hon. members.

Mr. Handleman: That's really all I wanted to say.

Mr. Roy: Just to clear up that point, I didn't think that you paid legal fees on hearings of necessity under the new Expropriations Act.

Mr. Singer: There is \$200 in the Act.

Mr. Haggerty: So I see.

Mr. Singer: There is a specific figure in the Act now.

Mr. Roy: You pay legal fees if you go to court—

Mr. Singer: Nobody really goes to a hearing of necessity any more if he's smart. It's a waste of time.

Mr. Roy: Am I next, Mr. Chairman?

Mr. Chairman: If there is nothing further in the way of clarification on that point. Mr. Roy.

Mr. Roy: Thank you. I feel very pleased to be able to participate in all of this.

Mr. J. Lane (Algoma-Manitoulin): You have 2½ minutes.

Mr. Roy: My colleague, Mr. Handleman, mentioned the question of Highway 417, and I would just like to bring up a couple of aspects. The answers were given here last year that all the contracts had been granted and that you couldn't go any faster. Are you saying, just for clarification of that deadline, that you expect to have it finished up to Ramsayville by the fall of 1974? Is that what you're saying?

Mr. Adcock: Yes.

Mr. Roy: The other stretch from Ramsayville to the Queensway; you don't have any deadline on that?

Mr. Adcock: Not as yet, but we have high hopes that it probably will be finished by the end of 1975 or into 1976.

Mr. Roy: Because last year, as I recall, you said that you expected to have it all finished by 1975.

Mr. Adcock: It was our original intention to have it finished to the Queensway, but because of these recent hold-ups we've had to defer that second phase.

Mr. Roy: I'd like to ask a couple of questions about those contracts. Apparently you had contracts to get crushed stone or gravel from Grant, who had a quarry nearby, for a certain price per cubic yard. I can recall the deputy minister commenting that apparently he changed his price and he thought he had you over the barrel or something, and you cancelled the contract. What I don't quite understand is, did you not have contracts in writing from Grant saying he would give you crushed stone at a certain price? Why not?

Mr. McNab: Could I take this?

Mr. Roy: Yes, please.

Mr. McNab: We looked into this. We priced the area around for possible borrow. We went to Grant, and it was either 34 or 35 cents. We had hassling back and forth—

Mr. Roy: Who went to Grant, sir?

Mr. McNab: The ministry people—and said the price there would be 35 cents. Now, as we do frequently, we say, "Here, that is going to be the price. We'll use that for estimating purposes, call it right in the contract, assuming that the contractor could go and acquire this so it will be through him and at the same price.

Mr. Roy: Yes, yes.

Mr. McNab: And when the contracts come through, we had a letter offering to sell us this volume of material at that price.

Mr. Roy: At that price?

Mr. McNab: At that price.

Mr. Roy: From Grant?

Mr. McNab: Yes. And then when the contract was bid, all the contractors that went to him and said, "My price is \$1.25"; this was just a matter of a few weeks after.

Mr. Roy: What Grant said to the contractors then, was, "I want \$1.35."

Mr. McNab: "I want \$1.25."

Mr. Roy: Yes.

Mr. McNab: And in spite of the fact that every indication, even so far as the letter which stated that this is what the price would be. And he has, I don't know, maybe Mr. Adcock could take it on, but there is one other point, and he can take it on—what has happened since that time, since you mentioned me, I did make that statement when the people called.

Mr. Roy: I remember reading it in the paper.

Mr. McNab: Yes. Yes. But you made the point, you said last year, we said all the contracts were called. I would like to correct one thing, we said all the grading contracts were called, which they were. Now this is the paving contracts that are being called this year.

Mr. Roy: Yes, but if I recall last year, you said, I might have been—

Mr. McNab: No, that's the fact, sir.

Mr. Roy: But you had a deadline last year for the whole completion of it?

Mr. McNab: Yes, 1974, 1975. The whole thing by 1975, but Ramsayville though.

Mr. Roy: But if I could ask, you said you had a letter in writing, Grant said he would give you the crushed stone at such and such a price?

Mr. McNab: That's right.

Mr. Roy: You didn't feel you could act on that? You didn't feel you could get specific performance from him on the basis of that letter?

Mr. McNab: No, he offered to sell it to us at that time.

Mr. Roy: Yes.

Mr. McNab: And then when the contractors went to him, he said, "I have had to go ahead with the deal." If we as a department had bought the material and said to the contractors, "Here it is available to you," but he had to go in and process it, he had to strip it, divert a creek, blast and then rehabilitate.

Mr. Roy: Why didn't you do that then? Why didn't you sell it to him at that price?

Mr. McNab: Well, it is a frequent practice. Generally what we do is say, "Well, this establishes the price, the contractor can go and get it for that price." Do you follow what I mean?

Mr. Roy: Yes.

Mr. McNab: And rather than work ourselves from the ministry to the property owner for the material and then go back the other way, we said, "We will make one contract." This isn't unusual.

Mr. Roy: No, but I suggest to you that—

Mr. McNab: Because we hadn't any idea at that time that this wasn't the price that he had set.

Mr. Roy: Yes, but I suggest to you that when you get—I take it you were quite pleased to get it for 35 cents or whatever it was.

Mr. McNab: Not too. We thought—

Mr. Adcock: We thought that was quite high.

Mr. Roy: Well, looking at it in retrospect, it is always wiser that way, but don't you think you should get that sort of thing under contract so you are buying this at the source of your—

Mr. McNab: Our experience has been on occasions, and on many occasions, that a contractor can go in and get a better deal than we can get out of it.

Mr. Roy: No, but the reason I say that—

Mr. McNab: In many cases—

Mr. Roy: You realize, that because of this confusion this obviously will cause further delays.

Mr. McNab: But this is a practice that we have been following for years.

Mr. Roy: And we can't afford to have further delays.

Mr. McNab: But this is a practice we have been following for years. We have never had any difficulties by doing this and establishing where the material is. And we have to have a price on which we can estimate our jobs.

Hon. Mr. Carton: We didn't have anything legally binding. All we had was his letter. We didn't accept his offer.

Mr. Roy: But what I am saying to you is that it would have been wise, and I say this:—

Hon. Mr. Carton: To act on it.

Mr. Roy: —if this is what your practice is, from now on—this is a pretty bad experience in the sense that the people in that area were

very disappointed by the fact that we have further delays on a highway that we have been crying for for many years, a highway which, by your own figures, is possibly the most dangerous. And we should get people off that damned Highway 17 yet here it is being delayed because of that situation. You know, I have a hell of a lot of complaints about that. And I can't quite understand why the department did not have this guy, Grant, who is a big contractor, up there with a legally-binding contract so he could not back out and change his mind.

Mr. McNab: We didn't anticipate this and most of our borrow that we obtain toward our contracts is supplied by the contractor. We let the contract and he contracts to acquire the borrow and process it and put it on the road with a number of other items of the contract. In this area we wanted to find out if it was possible to buy material so that we could estimate our job.

Mr. Roy: No, I understand your point. You say you were following your usual plan—

Mr. McNab: That's right.

Mr. Roy: —but it turned out that the fellow changed his mind, so you said: "Well, look, let's think about alternatives. He doesn't have us over a barrel." No, I'm saying to you from here on in maybe you should change your practice to avoid a situation like this in the future.

Mr. McNab: Well, in an area such as this we certainly would. It is hindsight. We had a process that worked very well in the past.

Mr. Roy: Yes.

Mr. McNab: It worked very well in the past.

Mr. Roy: I really couldn't think of a worse situation where you would be caught like that than Highway 417.

An hon. member: It's unfortunate.

Mr. Roy: It is very unfortunate.

Mr. McNab: Well, sure it is.

Hon. Mr. Carton: Now, what would prevent Grant, for example, if he had the relationship with a contractor, from saying, "I'll sell it to you at 35 cents as I said I would to the ministry," but saying to another contractor, "I'll sell it to you for \$1.35," because he didn't have that relationship, the other contractor. So, therefore the one contractor would get a favoured low bid tender.

Mr. Roy: No, but what I am saying is that when you are contemplating these things, knowing you need this material, why not approach the fellow and get him under contract—even though the relationship has to be through the department that is getting it? It establishes it in such a way that he is bound by that particular figure.

Hon. Mr. Carton: I think, as you say, hindsight is a great thing.

Mr. McNab: But at that juncture we weren't too sure we were getting the best deal at 35 cents. I guess it is a case of supply and demand.

Mr. Roy: He wants what—\$1.25 now?

Mr. McNab: Well, I don't know. We've been trying to negotiate since.

Mr. Adcock: We have been negotiating with him, but there is nothing brought to a conclusion as yet.

Mr. Roy: You are still negotiating with him?

Mr. McNab: We are also negotiating with the NCC. They will utilize that and make that part of their green belt a recreational lake or something.

Mr. Roy: I realize the time is getting short—I have just one further question.

Hon. Mr. Carton: That's why I was trying to keep you on this one.

Mr. Miller: The question is very brief.

Mr. Roy: This is a very simple question. This question deals with the Queensway. Because of the problems you've had on the Queensway—head-on collisions—you've established a barrier with wooden posts and steel. I think you've got a fence stretched with cable on the Queensway right from Woodroffe Ave., and it goes right down from the west end of the city. It is well protected and so is the centre part. When you get to the east end of the Queensway, I think you stop at St. Laurent Blvd. I'm suggesting to you that because of the heavy development in the east end of the city now—you are getting a hell of a lot of traffic coming in there—you will have to extend your barrier or the fence which stops people from crossing the median—as Mrs. Campbell has suggested. I don't know if you are familiar with it, but there have been a couple of head-on collisions and a few deaths there at the east end of the Queensway. I would suggest to

you that you look at that situation and extend that cable and fence further down, because you know there is a lot of development going on in the eastern end of Ottawa and Gloucester township.

Hon. Mr. Carton: How far is that?

Mr. Roy: Pardon me?

Hon. Mr. Carton: How far is that?

Mr. Roy: It wouldn't be—

Mr. McNab: A mile or so.

Mr. Roy: It's a matter of a mile, a mile-and-a-half.

Mr. Chairman: It being 10:30 o'clock.

Mr. W. Newman: Isn't that vote carried?

An hon. member: May I move—

An hon. member: Carried.

Mr. Roy: No, no.

Mr. Chairman: Vote 2203 is—

Mr. Roy: I have other questions on this section.

An hon. member: Let the vote carry. You've got several items yet to go.

Mr. Roy: Yes, but I've got several important questions and I want to keep the people I advise—

Mr. Miller: Three minutes.

Mr. Roy: I only had 10 minutes.

Mr. Chairman: Mr. Roy, do you have further questions?

Mr. Roy: Yes.

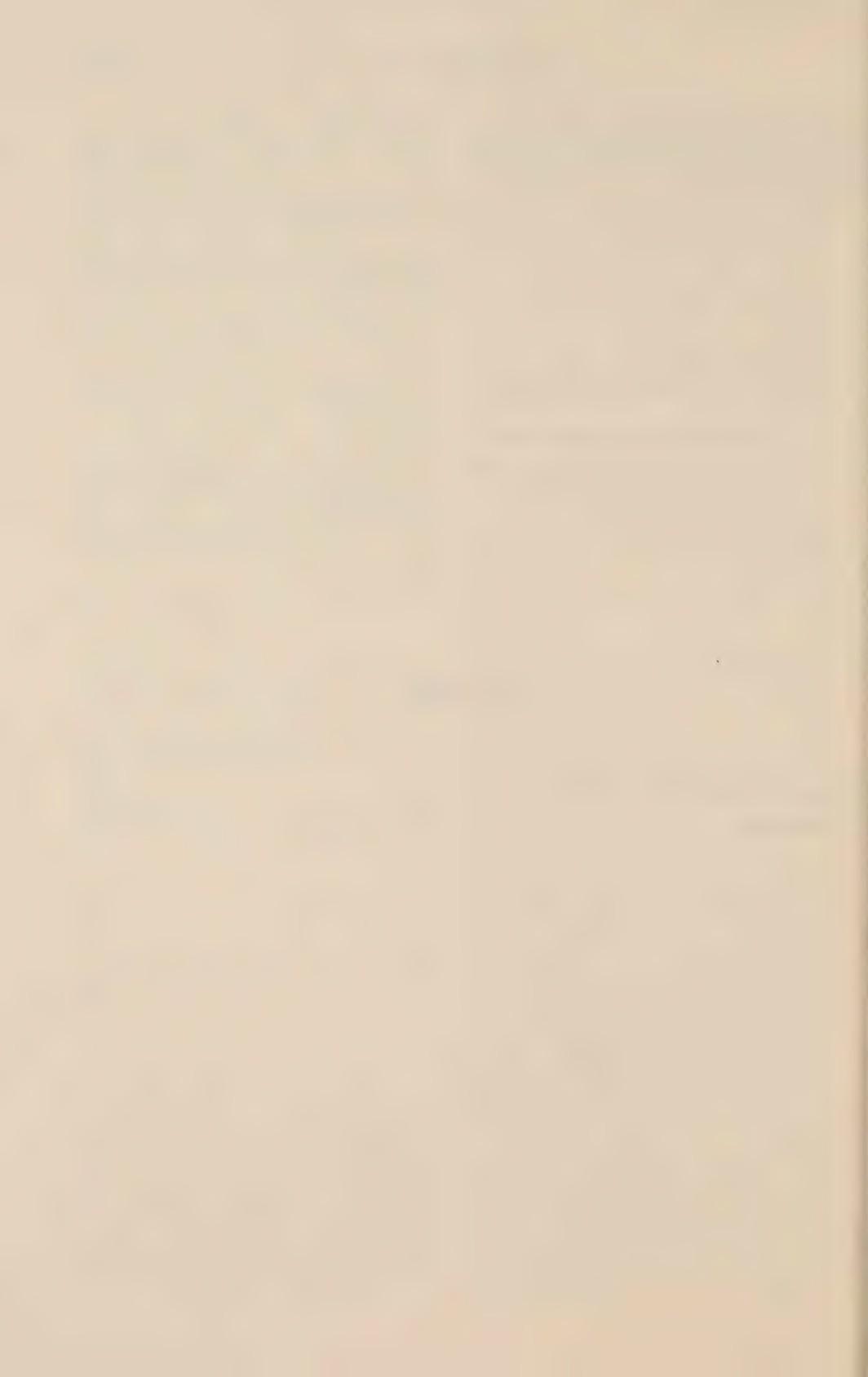
Mr. Chairman: We are adjourned until 11 a.m. tomorrow or immediately following the question period.

The committee adjourned at 10:30 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Friday, November 9, 1973

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

FRIDAY, NOVEMBER 9, 1973

The committee met at 11:05 o'clock, a.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(continued)

On vote 2203:

Mr. Chairman: The meeting will come to order. Last night when we left off we were still on item 1, vote 2203. Mr. Roy was the speaker. He is not here at the moment. The next on my list is Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): I have only one very brief thing that I would like to discuss. It is purely local in nature; I had spoken, I think, to Mr. Bidell about it and I hoped maybe he might have had something on it.

It is Highway 17 between Nipigon and Red Rock. I brought it to the attention of the ministry over a year ago. I explained the peculiar circumstances there where there is a down grade, where there has been a settling in the road, and where the ministry has found it necessary to put three bump warnings within a distance of about 100 yards. There is a problem because there are two access roads leading off this particular section, one to a ski hill area and the other one to a golf course.

When I asked that it be upgraded and some money spent on maintenance, they said no, they were doing a complete engineering study on it and in all likelihood there will be some rerouting. That's what they are about now, and it was my understanding, and I could be wrong, that the engineering was to be finished some time this summer.

There have been some serious accidents on that particular stretch. In fact, the people from the Nipigon-Red Rock area call it "Suicide Corner" or "Suicide Hill." There have been some fatalities on it and I could bring the statistics if that were necessary. I am just wondering how soon you will get on with it. It is Highway 17, the Trans-Canada Highway. I am just wondering, could you enlighten me as to when that dangerous situation might be corrected?

Mr. H. W. Adecock (Assistant Deputy Minister, Engineering and Operations): Mr. Stokes, you did speak to me about this earlier this week. I haven't had a chance yet to discuss the matter with our regional director, but I have a meeting with him later on today. As soon as I get the information on what the plans are, I will be in touch with you.

Mr. Chairman: Are you completed, Mr. Stokes?

Mr. Haggerty?

Mr. R. Haggerty (Welland South): Thank you, Mr. Chairman. I only want to get two matters clarified. One concerns the construction of new roads in the Province of Ontario.

There are more bicycles being used on our highways today. In my view, they are a nuisance on the highways which are not built quite wide enough for a bicycle, a car and another car, when they are almost head on, in passing. Are you giving any consideration to constructing bicycle paths along some of these highways? They are off the travelled portion of the road then.

Hon. G. R. Carton (Minister of Transportation and Communications): We have something on this. Mr. Bidell, can you speak to Mr. Haggerty, please?

Mr. W. W. Bidell (Assistant Deputy Minister, Planning, Research and Development): Yes. There is a study in progress now as to what can be done in this regard. We have nothing to report at this time, but the study is in progress.

Hon. Mr. Carton: With other ministries or just our ministry?

Mr. Bidell: It is basically under the auspices of our ministry, but we are dealing with the Ministry of Natural Resources in this study as well.

Mr. Haggerty: Will there be any funds allocated in your estimates this year then?

Mr. Bidell: Not for this year.

Hon. Mr. Carton: I don't think we would be prepared to do anything with the funds,

if we had them, as yet. Nothing would be constructed this year.

Mr. Haggerty: Nothing at all until after the study is completed?

I was interested, Mr. Chairman, on going to the library and getting a couple of the local papers concerning my area, to notice the minister will be down in the city of Welland for another ribbon cutting. I guess it is in connection with the official dedication of the bus service in the city of Welland. By all indications the city council said, "Once we get the minister here we will have him go over some other areas and other sites that are causing problems for the city of Welland."

Hon. Mr. Carton: That is the danger of going anywhere in the hustings.

Mr. Haggerty: I was hoping that perhaps the minister would make it a day down in that particular area. Then we could get up around the Port Colborne area there and show him some of the problems that exist in this particular municipality.

Mr. Stokes: Send your parliamentary assistant.

Mr. Haggerty: I was just wondering if he is that close to it—

Hon. Mr. Carton: Surely, I'll be down there.

Mr. Haggerty: —it is only a foot across the line and you are into the city of Port Colborne.

Hon. Mr. Carton: I forget what day it is. I think it is fairly soon, to be honest with you. But I have a day down in Windsor that I promised.

Mr. Haggerty: I could make myself available on that day just to take a short run up to the city of Port Colborne.

Hon. Mr. Carton: I was going to consider it, but if you are going to be there, I won't. No, seriously, I will.

Mr. Haggerty: I'll be there. I want to make sure that you are going to have time to wait for the bridge crossings.

Mr. Chairman: I think this is something that can be arranged between the member and the minister.

Hon. Mr. Carton: I will be down there, from the length of time it takes to drive down there.

Mr. Haggerty: If you are in that area and you are close to it, I would suggest you view some of the matters I have raised in the estimates here and that you would give some consideration just on a site view of the problems in the area.

Hon. Mr. Carton: Fine.

Mr. Haggerty: Okay.

Mr. Chairman: Vote 2203, item 2, development roads. Mr. Haggerty.

Mr. Haggerty: I notice you have got an expenditure of about \$1 million in here. Let's hope that in the case of some of the problems we do hear about from northern Ontario that some of the money will be spent up there on development roads. If you are sensible you will establish larger units of government, such as the regional municipality of Niagara, in the Timmins area, and more funds should be allocated to those areas.

Hon. Mr. Carton: On development roads, as you know, Mr. Haggerty, there is a single vote for counties and these development roads relate to the townships. Northern Ontario is the next item, I guess, basically. I am sure Mr. Stokes will be speaking to that.

Mr. Haggerty: Yes, when you look at that it is peanuts.

Mr. Stokes: If I thought there was any money in that \$17 million, I would have spoken about it.

Mr. Haggerty: Well, Mr. Stokes, you could try, but the inequity isn't in this vote.

Mr. Stokes: I don't have any comment.

Mr. Haggerty: You single out townships. Yet there are areas in northern Ontario that need roads.

Mr. Stokes: That is the next vote.

Mr. Haggerty: That is the next vote. But when you spend \$17 million on development roads, you'd think that there would be a little more sharing of some of the funds available for the unincorporated townships in northern Ontario.

Hon. Mr. Carton: Golly, if you listen to the townships down here you'd think that was peanuts.

Mr. Haggerty: Yes, I know that. In some cases it is.

Mr. Chairman: Item 2 agreed to.

Item 3, roads in unincorporated townships in northern Ontario.

Mr. Stokes: When you are talking about mileages in southern Ontario as opposed to northern Ontario, let me make a comparison. You have more people to satisfy and you are going to get more beefs from southern Ontario because of the concentration of population. The only thing is the distances are much greater in the north than they are in the south, and there are a lot of unorganized areas where there are roads where people have to travel.

I am thinking in terms of one particular municipality that has just been elevated to a township from an improvement district board, that is, the township of Dorion. I have had conversations with people in this ministry about assisting that particular township. Most of the traffic in it is generated by a government fish hatchery within the township of Dorion. The other traffic comes from people hauling pulpwood and saw logs. We did get some money from this ministry to widen the road, but I want to tell you that you could spend a couple of hundred thousand dollars just on dust control alone on this particular road because it is a tourist attraction. People love to see a fish hatchery. They like to see the fish spawning and what the Ministry of Natural Resources is doing about the propagation of fish. That small township with a very, very limited tax base is having an extremely difficult time in maintaining all of the roads under its jurisdiction.

I am not going to spend a lot of time at it. I know that your district engineer and your regional director are well aware of it. If you just took a few of those dollars from the—I shouldn't say you should take them from the south. All I'm saying is that you should—

Hon. Mr. Carton: Add a few more dollars.

Mr. Stokes: —add a few more dollars to the north. I've already spoken on the assistance to unincorporated townships in the maintenance vote. The same thing goes here; so I'm not going to be repetitive. You have said that you have an interministerial study on it to see how you could assist small hamlets in unorganized areas. The same thing goes for this vote; so I'm not going to belabour the subject.

Mr. Chairman: Items 3, 4 and 5 agreed to.

Vote 2203 agreed to.

On vote 2204:

Mr. Chairman: Vote 2204, public operations programme. Item 1, GO Transit.

Mr. F. Young (Yorkview): Mr. Chairman.

Mr. Chairman: Mr. Young, you timed your entrance for this perfectly.

Hon. Mr. Carton: There is no way we would have got over this vote without calling for you.

Mr. Young: Oh thanks very much, Mr. Minister. I have just a couple of questions. What is the present timing for the extension of the northwest GO Transit? It was to be November; now I understand it is postponed until later.

Hon. Mr. Carton: It is because of the strike situation. The railway strike was on and there was a strike at National Steel, but these just delayed it a couple of months. Is it the first of the year, January or February, Mr. Howard?

Mr. W. T. Howard (Director, Executive Section, GO Transit and norOntair Operations): The end of February.

Hon. Mr. Carton: The end of February.

Mr. Young: The end of February is pretty definite now?

An hon. member: Barring acts of God and so on.

Mr. Howard: The equipment delivery schedule, Mr. Young, is now pretty firm. The strikes have all been settled and the equipment delivery schedule shows that we can start the service by the end of February.

Mr. Young: And that service will consist of what?

Mr. Howard: Three trains inbound in the morning and three trains outbound in the evening.

Mr. Young: If that is successful, what is the schedule for increased service? Or is there any at the moment?

Mr. A. T. C. McNab (Deputy Minister): If I may speak on that, it depends on the degree of success. Also it has to be taken into consideration in context with the evaluation of our intermediate capacity systems, one or two of the lines of which are intended to service that general area.

Mr. Young: Yes, going up Jane St.

Mr. McNab: That's right—well, Jane or somewhere. The exact location is still a matter of study.

Mr. Young: One further question. I have been advocating going up the CPR line to Woodbridge and servicing that whole university, industrial and residential complex in there. I suppose now, if the intermediate transit is successful, that may take the place of that kind of a line, although I suppose you had no intention at the moment of doing the other one anyway.

Mr. McNab: No, for a number of reasons it wasn't high on our priority list as far as a rail line goes. I think the minister might, before this discussion is over, explain the situation and the problems we are having. We share this with the chairman of Metro Toronto in getting some type of commitment from the federal government. Maybe you would like to expand on that, sir?

Hon. Mr. Carton: Is this on the—

Mr. McNab: The Richmond Hill line has top priority as far as we are concerned. If we can't get that one going, we can't get the others.

Hon. Mr. Carton: I think Mr. Young is aware of the commuter rail study that was done by Dr. Soberman for the federal government. Really the essence of that study was that the commuter line that was the most important in the eyes of the federal government, through their Dr. Soberman, was the Richmond Hill line.

As you know, we have been trying to inveigle the federal government into some participation, mainly financial, in urban transit. About six, seven or eight months ago, the late chairman of Metro, Ab Campbell, and I attended at Mr. Marchand's office with a view to presenting a case for Metro and the province relative to the Richmond Hill line. I am sorry to report that we haven't really had any reply to our request.

On Nov. 16 I have a tentative meeting with Mr. Godfrey and Mr. Marchand and this is the main topic of discussion. That is where our main priority is. We haven't had a "no" answer, Mr. Young, in all fairness to Mr. Marchand. The deputy reminds me he was to get back to us in two weeks' time and that was seven months ago.

Mr. Young: Is the fundamental problem with the railways themselves, that they just don't want their lines used for that purpose?

Hon. Mr. Carton: No, I think the railroads would co-operate to the fullest degree possible. We have found that with the CNR.

Mr. Young: The federal government seems to be dragging its feet on this as in many other things.

Hon. Mr. Carton: Well, I don't want to be political.

Mr. Young: I can help you lambaste the federal government for a moment then?

Hon. Mr. Carton: I am not just talking about Metropolitan Toronto. I think there are other cities in Canada that really need help in public transit finances, and I think that this should be an indication of the federal government's desire to be involved, if they will participate.

I recall, and I think you were there, a meeting we held when the Hon. Donald Jamieson was Minister of Transport. I had heard considerable in the way of rumours about their desire to help urban transit in Canada. I asked him if he would be good enough to speak on the topic of the federal role in urban transportation in Metropolitan Toronto. The sum and substance of that address was that they were prepared to finance a study. But really studies have been done—the studies are there, and it is a case of dollars. What we requested from the federal government were the capital construction dollars required, which would be in the amount of about \$11 million, Mr. Bidell, if I remember correctly?

Mr. Bidell: On the Richmond Hill line?

Hon. Mr. Carton: On the Richmond Hill line, yes. This was our main request and then, of course, we would operate it. I think we even suggested we might bear all the operating expenses. In any event, it was the capital costs that we were concerned about. The railways would co-operate, if we can get the moneys to do it.

Mr. Young: So now the extension north depends pretty largely on Ottawa action?

Hon. Mr. Carton: Well, we are concerned about it, too. I would like to think that in time, depending on the finances that are available, that would be one of our priorities. It makes good sense frankly and it would relieve the subway congestion.

There has been a lot of talk about the overcrowding of the Yonge St. subway when it opens up to Finch Ave. We think this is the main vehicle for relieving that and solv-

ing the problem. That is why our concern was to get this Richmond Hill line going.

Mr. Young: Failing federal participation, what happens then?

Hon. Mr. Carton: As far as I personally am concerned, and as far as the ministry is concerned, the Richmond Hill line is still a very high priority, but \$11 million is \$11 million.

Mr. Young: In view of the announcement made yesterday about the Alberta coal and the overcharging of the railways in getting that stuff here, my mind turns to the feeling that perhaps GO Transit is being overcharged by Canadian National for the running rights on the present lines. Have we any figures at all to make us think that we are paying too much, or just an adequate amount, or too little?

Hon. Mr. Carton: These are negotiated, as you know, Mr. Young, by the ministry officials. I would like to think that we know what we are talking about when we negotiate a contract. To get into specifics perhaps Mr. Howard can help.

Mr. Howard: Mr. Young, with respect to the operating deficit, as you know, the Canadian National Railways absorb all of the cost of running the lakeshore line. They collect the revenues and they apply them to the direct costs and bill us on a monthly basis for the operating deficit. In 1965, the estimate was that this operating deficit would probably amount to approximately \$2 million annually.

Mr. Young: Could I ask this question? Included in that deficit is there a certain charge for the right of way?

Mr. Howard: This is correct. We pay for a portion of the maintenance of the right of way based on our usage of the right of way. I think the significant point is that in the seven years of operation we have never gone over the \$2 million operating deficit that was estimated in 1965, in spite of the fact that railway costs have considerably increased over that period of time.

Because of the type of operating agreement that we have with the railway, the majority of the costs we incur are direct operating costs—the cost of crews and the cost of maintenance of equipment, which are direct costs to the GO operation. There is no other cost involved. We have some negotiated costs for the use of their right of way, for the use of Toronto Terminals Railway Co. facilities and for such things as police protection. These

are fixed costs, based on actual sharing of what actually takes place on this section of the railway right of way.

Hon. Mr. Carton: I think what Mr. Young is getting at probably—and a very valid point—is do we know that the costs are in fact the costs?

Mr. Young: Yes, because three or four years ago there was a feeling, I know, that we were likely being overcharged by the Canadian National Railways and, therefore, our deficit was higher than it ought to be and to their advantage.

Mr. Howard: The only place, Mr. Young, that we cannot actually determine whether the costs are real costs or unreal costs is in the portion of the maintenance costs that we share with the users of the railway. This is on a basis of wheelage or usage by the parties concerned. In the case of the line between Toronto and Oakville, this is shared with CPR and CNR and between Toronto and Pickering just with the CNR. The total maintenance costs of maintaining that portion of right of way are shared by the users on the basis of wheelage.

At the outset we tried to determine what were avoidable and what were unavoidable costs in the maintenance of right of way and we were unable to come up with any acceptable formula for avoidable cost concept. This is the only area—and it is only a small portion of our total operating deficit on the GO system—that we cannot put a finger on as to whether they are true costs or not true costs.

Mr. Young: That was my question as to whether you can put a finger on it. The only thing we can do here, I suppose, is to take your word that you are satisfied that the charges are fair after certain years of experience.

Mr. Howard: Yes. We believe that our existing contract, which was for a 10-year period, was a well negotiated contract. We got a very good deal from the Canadian National Railways and we are not being charged with exorbitant costs for the operation of the existing line.

Mr. Young: So the experience you've had now will help you in negotiating an agreement for the extension of the other line?

Mr. Howard: Yes. We are using that as a basis for negotiating a new agreement.

Mr. Young: Mr. Chairman, I think that's all I have at the moment. Somebody else may bring some new ideas into it. I was concerned about the expenses.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Yes. I noticed you've increased the expenditures—

Mr. Stokes: Some \$11 million.

Mr. Haggerty: —some \$11 million. The breakdown here is that for supplies and equipment. You have \$8,308,000. Under acquisition and construction of physical assets, could I have a more detailed breakdown of just what is involved here? How many buses are you going to acquire, how many new trains and so forth?

Hon. Mr. Carton: Mainly it relates to the new line but Mr. Howard can give you the breakdown.

Mr. Howard: The purchase of equipment breaks down as five new locomotives at \$1,680,000. The balance of payments on 30 new coaches amounts to \$4,760,000. Five power-cab cars for the operation of the new service come to \$775,000. There is also an \$800,000-item for five new GO Transit buses and the 30 vehicles for the Metro dial-a-ride project.

Mr. Haggerty: That's five new buses for GO Transit?

Mr. Howard: Right.

Mr. Haggerty: As I understand it, you have an arrangement now with Gray Coach Lines, do you not, for sharing some of the services with them?

Mr. Howard: All of the Gray Coach operations between Toronto and Oshawa, Toronto and Hamilton, and Toronto and Newmarket come under the GO Transit operation, whether they be Gray Coach buses or GO Transit buses. It is all a confederation operation entirely under the GO Transit jurisdiction.

Mr. Haggerty: And how successful is that programme?

Mr. Howard: It is carrying approximately 3½ million passengers per year. Our total GO Transit operations in the Metro areas now carry nine million passengers a year, 5½ million on rail and 3½ million in buses.

Mr. Haggerty: Have you thought about extending that service to other areas in the province of Ontario? You've gone so far to

Hamilton now. Have you thought about going, say, to St. Catharines?

Mr. McNab: Could I speak on that? We haven't, no. This is a commuter service and Hamilton is the absolute limit that you can justify as a bona fide commuter service; we are not in business for the long distance highway hauls.

Mr. Haggerty: Well, are you aware that there is a train service out of Niagara Falls, which leaves early in the morning, for Toronto? I believe they call it the Dayliner; there's an average of about four cars on that. Also there is a bus service that leaves Niagara Falls almost every hour, on the half hour, and you can go down here this afternoon at 1 o'clock and there will be about three buses leaving for St. Catharines.

Mr. McNab: Yes, but that, sir, is not a commuter service.

Mr. Haggerty: That is every day.

Mr. McNab: I know, but we have—

Mr. Haggerty: Well, what would you call it? They must be commuting some place.

Mr. McNab: We have—and I'm not being facetious, but let's relate it to air service—we have thousands and thousands of people coming into Malton airport every day and that is not a commuter service.

I'm not denying the fact that we have dozens of buses running between Toronto and Ottawa, for instance, and they are packed but they are not commuters. They are not work trips in the sense of people going from their places of residence to their places of business, on a regular basis.

The GO Transit operation in rail and bus is directed entirely towards coping with the commuters as a means of combating capacity problems in the city and many other things; conservation of energy and pollution control.

Mr. Haggerty: We can throw everything in there today, can't we? But I mean there are—

Hon. Mr. Carton: Basically, what the deputy is saying, Mr. Haggerty is that we are not in the intercity transportation business.

Mr. Haggerty: No, no. But I am saying that there are a number of persons who are commuting from Niagara Falls and that area, day by day, here into the city of Toronto. This is their place of employment.

Mr. McNab: It would be cheaper for us to put them in Cadillac limousines, for the num-

ber of people that would be involved, sir. It is not a real commuting service.

Mr. Haggerty: No, but I think there are services that could be improved from that area to the city of Hamilton, where they can make the connection from Hamilton into Toronto.

Hon. Mr. Carton: Why doesn't the CNR add another train, if there are that many?

Mr. Haggerty: Every time you put a GO train on, running from, say, Hamilton to Toronto, that means that the train leaving Niagara Falls has to leave 10 or 15 minutes earlier so that you can allow for the timing of your GO train. In other words it is an inconvenience because you happen to live in that area, to catch that train.

Actually you are gearing it for the people in this corridor here. At one time the train used to leave at 7:15 or 7:10 in the morning; now it is 6:30 from the Falls and every time you put a GO train on, that sets that train back, and you have to leave earlier.

So you are accommodating certain persons but then again you are hampering other persons in their way of living. All I am suggesting is that some consideration should be given to this. As I said, close as you are in that area to the city of Toronto—within 100 miles—it is one of the poorest areas to get out of and to get into Toronto. And there are many persons that travel it every day.

Mr. J. N. Allan (Haldimand-Norfolk): Oh, Mr. Chairman, I use that train a good deal and I think it is one of the finest train services you could possibly have.

Mr. Haggerty: I am saying that it is; it is one of the finest, but it could be improved. There could be other services—

Mr. Allan: I don't know how you could improve it much unless you—

Mr. Chairman: Order, please. This is not GO Transit we are talking about.

Mr. Haggerty: No, but what I am saying is that with your expenditure, that you should be giving study to other areas within 100 miles of the city of Toronto. It is a major core in Ontario and there are other people who want to move in and out of this core, too, and have to do it for employment purposes. I think consideration should be given, even perhaps in a study.

Mr. Chairman: Mr. Kennedy is next. I might mention that Mr. Jessiman has allowed

Mr. Kennedy to use his time at this time. If that's the case, Mr. Kennedy comes next, because Mr. Jessiman is the next speaker.

Mr. R. D. Kennedy (Peel South): Thank you, Mr. Chairman. Mr. Minister, I did want to ask several brief questions about the GO train situation west of Metro for obvious reasons. But in general, could you enlighten us about the present deficit situation? There was some comment in the local paper, which I don't have with me, with respect to the contractual arrangements with the CN, and so on. In fact, it was suggested there might be some type of ripoff by the CN against the GO authority, or the province, if you like.

Be that as it may, there is a financial statement each year and my understanding was that the deficit originally was something in the order of \$4 million the first year and the last I heard it was in the area of \$2 million to \$2.5 million. Could you just update us on the latest figures?

Mrs. M. Campbell (St. George): That has been covered.

Mr. Kennedy: Has it?

Mr. Stokes: Read it in Hansard.

Hon. Mr. Carton: Partially.

Mr. Kennedy: I'm sure it hasn't all been covered. It wouldn't have been covered as clearly as those utterances indicate.

Mr. Howard: Mr. Kennedy, I can briefly run through the operating deficit for the last five years.

Mr. Kennedy: Could you give us the first one and the current one?

Mr. Howard: All right, \$1,931,039 for the first full year of operation.

Mr. Kennedy: Yes.

Mr. Howard: Then \$1.7 million in the second year and \$1.8 million in the third year. The only year where it went over \$2 million was in 1971 where we had a bunch of retroactive adjustments made in our contract. Last year it was \$1,928,000. Other than the one year with some adjustments, it has never gone over the \$2 million annual deficit.

Mr. Kennedy: What's the last figure? Your fiscal year is the same as the province's, is it?

Mr. Howard: Actually, this is on a calendar year. The railway operates on a calendar

year and all our expenditures are based on a calendar year with the railway.

Mr. Kennedy: Do you have 1972 figures?

Mr. Howard: The last figure we have is for 1972.

Mr. Kennedy: And what was it?

Mr. Howard: It was \$1,928,000.

Mr. Kennedy: Thank you. Is the line up to capacity now?

Mr. Howard: Yes it is, Mr. Kennedy, during peak hours.

Mr. Kennedy: Could you do anything about expansion on the existing line? What are the future plans to cope with this?

Mr. Howard: We have now got the cars, that Mr. Jessiman has so kindly provided from the Ontario Northland Railway, operating in service to provide some relief during peak hours. We will start taking delivery of the existing 30-car order next month. Ten of these are slated to go into service on the lakeshore to provide additional capacity during the peak hours by lengthening the trains, probably up to 12 cars.

Mr. Kennedy: The only way you can increase the capacity is to lengthen existing trains? Isn't it possible to put on more trains when they are needed?

Mr. Howard: Under the existing arrangement we cannot go to better than a 20-minute headway during peak hours. The plant capacity is just not available to us during the rush hours because of the operation of other trains, CN and CP passenger trains and CN and CP freight trains on that western corridor.

Mr. Kennedy: Is there any consideration being given to adding a separate rail line adjacent to the existing one, for this purpose only?

Mr. Howard: At the present time, the railway and the ministry are engaged in a complete review of the capacity on the lakeshore line to determine what can be done both for the interim and the long-range periods to provide a much better service than now exists on the lakeshore.

Mr. Kennedy: The existing CPR line is said to have possibilities for an additional GO service. Is this under study?

Mr. Howard: Yes, the Streetsville line, the CPR line, is one of the lines that is in the Soberman study that the minister mentioned earlier. It is one of the lines that was given relatively high priority, as far as a commuter network in and out of Metro was concerned, with Richmond Hill being the No. 1 priority. It certainly does have some potential. I think that the minister explained earlier the situation we are now faced with with regard to expansion of our commuter service and, hopefully, this will be resolved.

Mr. Kennedy: On the CNR GO line to Georgetown, have the station locations been established? I specifically have an inquiry as to whether a station could be put on Mississauga Rd. north of Highway 7, which is about midway between Brampton and Georgetown.

Mr. Howard: The station locations have definitely been established. There is a station at the existing Brampton CNR station site, one at the existing Georgetown station site, and nothing in between.

Mr. Kennedy: Thank you. I have one small local item—perhaps not so small—that is Port Credit parking. I have had complaints that there is no limitation on parking and that cars are parked there for extended periods of time and regular commuters are unable then to find a parking space.

Mr. Howard: This situation does exist, unfortunately, on the south parking lot of Port Credit, Mr. Kennedy. The local dwellers in the high-rise apartments adjacent to the station like to use that lot for overnight parking. We do regular inspections there to try to keep them out. They keep out for a length of time and then they filter back in again. There is plenty of capacity available in the north parking lot in Port Credit, as you know.

All we can do is to police it as we are doing and if these people will not co-operate, then take some other measure about removing their automobiles from those lots, if they are not users of GO Transit services.

Mr. Kennedy: You will remedy this situation and use whatever persuasion is necessary to do so?

Mr. Howard: Yes. We have been nice about it to date. If we have to use other means, we certainly will.

Mr. Kennedy: Thank you very much, Mr. Chairman. That covers fiscal 1973-1974 estimates.

Mr. Young: Could I ask one question here, Mr. Chairman:

Mr. Chairman: Yes.

Mr. Young: Is there an effort being made to divert the traffic from Highways 7 and 401 on to GO Transit and bring them downtown? I suppose the service is not regular enough on that line really to do much there. I was thinking of extended parking lots where people could leave their cars and go downtown by transit instead of bringing their cars down and choking up the downtown core.

Mr. Howard: Are you referring to the proposed Georgetown line?

Mr. Young: Yes.

Mr. Howard: There will be large parking areas established at all of the stations on the Georgetown line.

Mr. Young: But will there be signs approaching those parking lots from the highways saying, leave the car and go downtown by transit?

Mr. Howard: We do not resort to that. We do put trail blazers on all the arterials and major highways leading to our GO stations to indicate GO Transit parking areas. This is part of our signing programme, to put trail blazers through to indicate the direction to all GO Transit parking.

Mr. Young: I suppose you also have to indicate that you only have service morning and evening then.

Mr. Howard: There is nothing in our signing programme to indicate that.

Mr. Young: The trouble with only three trains a day is it is going to be difficult to get people out of the cars and on to GO Transit coming downtown.

Mr. Howard: The whole aspect of the GO Transit is aimed at getting people out of their automobiles.

Mr. Young: I think of a person driving in from, say, Guelph, Kitchener or London. All right, he comes in on Highway 401 and you would like him to leave his car outside somewhere and take GO Transit downtown. Unless there is service enough, I suppose that is going to be very difficult to do unless he happens to have his time scheduled so that he can come down on one of those three trains and go back out in the evening.

Mr. Howard: The limited service that is being implemented at the first stage is certainly concentrated on getting the commuters from the local areas and not for the long-distance commuter.

Hon. Mr. Carton: That usually only attracts people from out of town who are shoppers, and that would be rare, except for maybe in the next month because of the season of the year. Basically, people who are travelling from those areas that you are talking about have many reasons for coming to Toronto and need their car. Basically, that is the reason for their being in Toronto, I would suggest, except for shoppers. And I can't really see that many shoppers except for the one season of the year.

Mr. Young: I suppose the TTC is about the only institution which could really do this effectively and offer very quick service in and out. So parking lots at the head of the subways would be the places where this would be done effectively.

Hon. Mr. Carton: Yes, the parking lot at Finch, for example.

Mr. Young: Once full service is established on the GO Transit line in the northwest area, it seems to me that a lot of people might be lured off Highway 401 on to parking lots to come downtown. This was a thing I have spoken of before in connection with getting people off Highway 400 on to the Finch parking lot, if we had the other line in there, but I think this is something that will develop as time goes on.

If you go to New York, you don't take the car in there. You park and you go downtown by rapid transit. This same thing, I think, could eventually happen here in Toronto and it would eliminate a lot of the downtown congestion.

Hon. Mr. Carton: I think it probably will through education.

Mr. Chairman: Mr. Jessiman.

Mr. J. H. Jessiman (Fort William): Mr. Chairman and Mr. Minister, it gives us an opportunity of maximum utilization of our Ontario Northland equipment, the Polar Bear especially, by using the equipment off season on GO Transit. I bring this to your attention; you are aware of it.

One of the items that has been sadly neglected is the fact that all of the equipment being paid for by Ontario tax money is being

overhauled, I believe, in the province to the east of us, and I would ask you to give serious consideration when our new shop facilities are completed in North Bay, to let us do the overhauls of all the diesel and the line equipment.

Mr. Stokes: Who is doing it? Montreal Locomotive Works?

Mr. Jessiman: I didn't say.

Mr. B. Newman (Windsor-Walkerville): You said east though.

Mr. Jessiman: Out of province. I think we should be doing it here.

Mr. Howard: Mr. Jessiman, to date none of our GO locomotives has had a backshopping, but they are scheduled. Because of the time limitations placed on us by the railway for operation of this equipment, they must be backshopped after a certain period of time. The time is now, so arrangements did have to be made immediately for the backshopping. The only place we could get it done immediately, is by Canadian National in their shops at Pointe St. Charles, and we certainly, next time around, will give every consideration to having them done by our own work force.

Mr. Jessiman: Thank you.

Mr. Chairman: Have you anything further, Mr. Germa?

Mr. M. C. Germa (Sudbury): Mr. Chairman, I wanted my name on for the next vote, air services. Is it proper to talk about that now?

Item 1 agreed to.

Mr. Chairman: Mr. Germa, on vote 2204, item 2, air services.

Mr. Germa: Mr. Chairman, I am particularly interested in this item because it affects northern Ontario, and particularly north-eastern Ontario. It is difficult to find out what the government policy is on air services in the north. It seems to be a hodge-podge of unco-ordinated service as witnessed by the recent applications by norOntair to take over Air Canada routes from North Bay to Sudbury, and from Sudbury to Timmins.

Now norOntair made application and apparently they were reversed, or at least deferred, because some other carrier had the route between Sudbury and Timmins and another carrier was given the route from

North Bay to Sudbury. So the whole thing seems to have fallen apart as regards trying to get co-ordination in the north.

Certainly the federal government has to bear some of the criticism, but I think the province also has to enunciate what their long-range plans are; how they are going to knit the north together with a reasonable service. The government's policy was enunciated to some degree by this press story in the *Globe and Mail* of Nov. 6, 1973, when the deputy minister, Mr. McNab, was speaking before the Air Transport Association of Canada and some members—I am quoting from the press story and they are referring to members of the Air Transport Association of Canada, and I quote:

Some members of the association which represents Canadian air carriers had expressed apprehension that the province intended to operate a provincially subsidized air service in competition with private carriers.

I think this is the crux of the matter right here. I think we have to decide who is going to run this service; who is going to knit this service together. We have seen that in other modes of transportation you cannot leave it up to private industry. We cannot have competition in air services, or any transportation service, when monopoly routes have to be detailed, because all sorts of things happen. This is why we had to knit together a railway system when we put the Canadian National Railways together because all these Mickey Mouse train services were not supplying us with an overall transportation policy. Now the same thing, a hundred years later, is now developing in air service, particularly in the northern parts of the province.

Mr. McNab apparently assured the air transport association, and I quote from his statement: "Wherever possible we will work with private enterprise."

Further information came in a statement by Mr. Davoud, who I understand is in the ministry as an adviser, and I will quote his thoughts on the topic, and I am quoting from the same press story. This statement is attributed to Mr. Davoud:

There has been no concerted federal effort to develop policies or programmes to encourage development of strong local and feeder air networks except to deal with individual applications as they are made, he said.

That is true. The federal government has not acted correctly.

As a result, for the most part, the third-level carrier industry is weak and is characterized by a shortage of capital, obsolete equipment and excessive competition in some areas where demand is low.

Therein lies the root of our problem. The demand is low and the competition is strong and as a result the service is deteriorating. I could make mention of the DC-3 which is going to fly from Sudbury to Timmins and I've been in that clunker or clunker.

Mr. Jessiman: Like being in church.

Mr. Germa: As I said before, DC-3s were built long ago; even the newest DC-3 is an ancient piece of machinery. I flew from Moosonee to Toronto in that machine and on that trip three seats parted from the restraining wall they were mounted on. We got to Toronto in good time all right and I appreciated the service, but that is indicative of what is happening when you get low demand and high competition. I think it has to be brought all under one wing.

Hon. Mr. Carton: I thought you had gone home.

Mr. E. W. Martel (Sudbury East): I have just arrived. I was looking up a few things.

Mr. Germa: Anything I might say is not to be misconstrued as meaning that I don't think we need better air service. The government has recognized this and it has made somewhat abortive attempts in setting up the norOntair system. I submit that the whole direction is wrong in that I think it is the responsibility of the government to take on the monopoly position in the northern part of the province, much as Air Canada has taken pretty well a monopoly position in supplying transportation across the province.

I'm also critical of Air Canada. At the meetings in Sudbury regarding the deal that Air Canada was making with norOntair to switch the North Bay-Sudbury route from Air Canada to norOntair, and the Sudbury-Timmins route from Air Canada to norOntair, I accused Air Canada of abdicating its responsibility as a major transportation service. It was more interested in the luxury flights to our southern climes and catering to that kind of person rather than to the hard transportation needs of Canada. Air Canada still has to stand condemned for this attitude on international routes and the Montreal to Vancouver routes, and neglecting its responsibility to supply transportation within this country of ours.

It is my submission that the province, in making this deal with Air Canada to take over these two money-losing routes—Sudbury-Timmins and Sudbury-North Bay—and taking them into the provincial responsibility, is therefore absolving the federal government of its responsibility to supply service in Canada. Notwithstanding the fact that Air Canada is trying to get out and has got out, I still think it is its responsibility and that should be our prime position. If we can't accomplish that position we have to come back to supplying the services ourselves.

Hon. Mr. Carton: Mr. Germa, the deputy will answer part of your question and Mr. Davoud, of course, will fill in some of the details. Basically, let us not treat the government involvement in third-level air carrier services lightly. It has been a very successful—

Mr. Germa: Can I come to that?

Hon. Mr. Carton: —demonstration and we have the facts and figures to prove that. Insofar as the position with the private carriers is concerned, I make no apology for the fact that I think there is a part for private enterprises to play. Whatever form it may take, whether it is through co-operation or whether it is through management services or whatever it may be, I still think there is a place for private enterprise. When these private enterprise companies start their services and pioneer them I do not think it is incumbent upon this province to come in and take over. I think a great deal of co-operation has to take place. Basically, Ontario has made known its long-range policy in the north—and that is not just northeastern Ontario; it involves the whole of northern Ontario. That is why joint application was made with Air Canada to make our position known to the CTC. As you know, it was a joint application by Air Canada and by norOntair.

Incidentally, one question I pose to you is that if Air Canada made application to abandon these routes, are you certain that there would not have been a private carrier come in and make application to carry on those routes rather than norOntair? That is a question I pose to you.

In any event, norOntair has been extremely successful. We are very disappointed in the fact that we do not have these extensions added to norOntair. We haven't a definite no. The Ottawa people say it is just a deferment until the end of the year. Mr. McNab can speak to his remarks that he made in Quebec City and Mr. Davoud can speak in general and in specifics to the whole norOnt-

air programme. Then if you have any questions we will get into them. I am sure Mr. Stokes has some.

Mr. Germa: Could I just respond to that one point by saying that when Air Canada made application to abandon those two routes, I think the position of this government was wrong. The position this government took was to add strength to Air Canada's application to abandon. I think that was the wrong position right there.

The ministry should have been in there opposing Air Canada's application to abandon those routes, because I think basically the responsibility belongs with Air Canada. If the board in its wisdom decided that Air Canada was going to be allowed to abandon, then we have to pick up the pieces, but I think we should not support Air Canada's effort to get out of this regional service.

Let's examine just what has been done, and I think we have to look at the picture in context. You say you are going to work with private enterprise and you have given your definition of what private enterprise is. Private enterprise to me means that a person puts his money and his thought and his time into a business and if he is successful, then he reaps the benefit of the business.

In the case of norOntair, I have to take government involvement into consideration, and I am not sure if I even have the total. As far as I know the situation, the government of Ontario bought three Twin Otters at \$800,000 a piece and leased them to White River Air Services for \$1 a year. That indicates to me that you have invested \$2.4 million a year in planes which you have given to White River Air Services for its use. I see from the Ontario Development Corp. that we have also given to White River Air Services a loan of \$315,500. That is a repayable one but I don't know what the interest rate is on it. Then, also through the Ontario Development Corp., we gave White River Air Services another \$315,500 in a forgivable loan. So the government of Ontario to set up this service has advanced \$3,030,000 in cash. On top of that, I understand there are management fees that come into play.

It is my impression that a government should go out and contract services if it doesn't have the facilities. If someone else already has the facilities—the hangar, the service facilities and the aeroplanes—then you would go out and contract with him. In this case, you built the company because apparently White River Air Services had nothing to offer in return. You gave them

the hangar, the repair facilities and the aeroplanes. To all intents and purposes you have started an airline with taxpayers' funds and handed it over to a private enterpriser to extract profits from the community.

Mr. Martel: We will keep it if it goes, and we'll sell it if it loses money.

Mr. Germa: We'll pick up any losses.

Mr. Martel: That is right. That is what the agreement is. If it makes money they will take it over; if it loses money they don't have to buy it, the government will take it over then. Great stuff!

Mrs. Campbell: Welfare recipients should have it so good.

Mr. Germa: It is my position, Mr. Chairman, that when we have such heavy involvement of government funds, we should know something about this company. This company is not called upon to publish an annual statement. I think any time any kind of government funds, development corporation funds or outright grants, such as these three Twin Otters are used, you should demand an accounting from this company as to just what its profit picture is.

I don't understand it. I have tried to find out. What is this management fee business? What level of profits do you allow White River Air Services to accumulate, and what percentage do you allow it to accumulate before you make a management fee payment?

I would like the whole thing laid out so that we can better understand it, and rationalize how you can put \$3,030,000 into an airline service and then say you have to rely on private enterprise. Clearly this is a case for government involvement, and I think if the point was made to the federal transport board that the Province of Ontario is going to go into northern Ontario and supply decent third-level service, they would understand the predicament that we are in up there, and I think this is what has to happen.

Other provinces have done it. They have put in a government air service and it works. We need it. It is proof positive we need it.

Hon. Mr. Carton: What government are you talking about, Mr. Germa?

Mr. Germa: Saskatchewan at one time had a government-operated airline service and it supplied a great need in its day, and that is about where we are now.

Mr. Martel: Can White River go broke? We are financing them.

Hon. Mr. Carton: There is just one point I would like to make. I am not impressed by government involvement in private enterprise businesses and never have been. Look at the CNR. Do you think that's a success?

Mr. Martel: Yes, certainly it is.

Mr. Germa: For every one you can point out I can point out another 10. I refer you to the Hawker Siddeley mess down in Sydney Mines, N.S., where the Conservative Province of Nova Scotia had to rescue a steel mill from private enterprise. It is presently running at a profit. It is presently employing the 3,000 people who would have been put out of work. You are also sitting—

Hon. Mr. Carton: That is the exception, that's a Conservative government.

Mr. Stokes: Forgetting the long-term debt position of Canadian National, that has been a very successful operation.

Mr. Martel: We always buy out things that are going bankrupt.

Mr. Young: In the CNR, the government took over a group of private lines which went bankrupt.

Mr. Chairman: Order.

Mr. Martel: The only thing government ever invests in is some bankrupt company.

Hon. Mr. Carton: I am just not impressed.

Mr. Martel: No, I know. We bail out bankrupt companies. We never put our money in where there is a possibility of profit.

Mr. W. Newman (Ontario South): We have bailed you out too many times already, Elie.

Mr. Germa: There has been other money dumped into White River Air Services that we don't even know about.

Mr. Martel: Who couldn't start a successful business that way, with everything given to them?

Mr. Germa: I understand the government of Ontario trained the crews for this third aircraft. I don't know where this aircraft is now. It was bought for this new service which was turned down, and the government of Ontario put a lot of money into training and getting the crews lined up for this thing. There is all sorts of money being put into

"private enterprise." This is not private enterprise, Mr. Chairman, this is just part of the old ripoff game.

Hon. Mr. Carton: Mr. Germa, I don't want to become political, but you mentioned Saskatchewan, what about the record of Saskatchewan involvement in private industry? It was one disaster after another. I know that was a number of years ago so I am not going to bring it up, but there was one disaster after another.

Mr. Germa: I can cite some successes too. How about the government-operated automobile insurance plan? You are sitting under a government-produced light in here. You are getting the cheapest power rates on the North American continent from public corporations. So don't tell me that you have to have private enterprise to give me service, because I get a lot of service from my governments, my water and my sewer service and electricity, all these essentials of life that—

Mr. Stokes: Ask Mr. Jessiman to tell you about telecommunications under ONTC.

Mr. Chairman: Let's talk about air services.

Mr. Martel: Well they are not even consistent.

Mr. Germa: If you believe in free enterprise why don't you sell the Ontario Northland Railway? Let's go whole hog on it. Sell Hydro! You can't go both ways at the same time. You have got to make up your mind. This is the point I am trying to make. I want White River Air Services to publish a financial statement. Under the present law, as a provincially incorporated company they don't have to publish, but I think when we have heavy government involvement of funds we should know the whole picture of White River Air Services.

How do you rationalize this? How much money do we not know about that has been put into White River Air Services? Also, we hope to spend a lot of money on airstrip development which will also be used by these free enterprises you talk about, but what does free enterprise put into the whole system? They put nothing in, as far as I can see. You provide the aeroplanes, the hangar space, the repair services; you put in the air strips; a government agency runs the weather service; the communications system is publicly owned. Where does free enterprise fit into this? What is their contribution except to pull out some of the profits and increase the costs for the average citizen of the north.

Mr. Martel: Hear, hear. I'll buy that.

Hon. Mr. Carton: What? White River?

Mr. Martel: Sure. The way you are throwing money around, it wouldn't cost me very much. I think I could scrounge up three bucks a year to rent a plane.

Mr. Germa: If you give me \$3 million, I will start an airline for you. This is the point. You don't have to have expertise as long as you have got the government treasury; you can run anything, because you know you'll be bailed out.

Hon. Mr. Carton: Are you aspiring to be a free-enterpriser?

Mr. Germa: No, I'm not. I have no aspirations to be a free-enterpriser whatsoever.

Mr. Stokes: He just wants to get in on some of this socialism for the rich!

Mr. Martel: Touché!

Mr. Germa: Sure. This is socialism for White River Air Services. They're one of the greatest Socialist outfits going; they will take any handout.

Mr. Chairman: Have you completed, Mr. Germa?

Mr. Germa: I would like some answers, Mr. Chairman. Is the minister going to demand that White River Air Services disclose and rationalize and tell me how much more than the \$3,030,000 I have documented has been put into this air service?

Hon. Mr. Carton: I am having enough difficulty getting the railways to disclose, let alone White River.

Mr. Martel: Yes, but you funded this one; you didn't fund the railroad.

Mr. McNab: Well, I am not getting involved in the discussion on—

Hon. Mr. Carton: Philosophies!

Mr. McNab: —free enterprise as against the other—

Mr. Martel: This isn't even free enterprise.

Mr. McNab: —because I might be brought to the bar, as you said yesterday.

Hon. Mr. Carton: Depending on what you said.

Mr. McNab: As long as there's Dewar's there, I'll be glad to go!

Mr. Stokes: What bar?

Mr. McNab: But in reply to Mr. Germa's point about disclosure, the arrangement with White River is that they are provided a flat management fee of \$25,000 a year, I think. Every other bit of their expenditure has to be accounted for and is completely audited by our ministry. The quality of service, any modifications of service and what not come directly under our control, and again is audited and accounted for.

I would like to refer to my statement quoted in the newspaper and then go back a bit to our responsibility as assigned to us by the government. As the minister said, in order to provide services in the north, particularly in areas where it is marginal as to making it sufficiently attractive for people to be able to stay in business, we have to have the services in the north because, as all of you have said, it means so much. And there have been many brave attempts by private people to get into the operation and they have not been able to carry it out and provide a good, regular, scheduled service.

Mr. Martel: They went broke too, did they?

Mr. McNab: Yes, an awful lot of them have gone broke in the private field. One of the basic reasons was that they didn't have the finances to set up properly and to ride through the rough times of developing a clientele, if you will.

Our responsibility in any other arrangement might be different than the one we have with White River. This seemed to be the best situation. White River was closely examined, among a number of others who put in proposals; and they were considered by outside experts we retained to be the best operator.

I said in Quebec, and it is completely consistent with government policy, that our prime interest is to provide a regular service all over the north, tied in to the regional carriers and tied in to the international carriers. If we can set up, encourage and support these people, who are doing as good a job as they can at the present time but who need assistance, then we can accomplish this within the framework of private enterprise. In areas where this can't be done we will probably have to operate the services ourselves.

Mr. Martel: The losers we'll operate. We'll operate the losers and let free enterprise, after our funding it, pick up the profits. That makes good sense!

Mr. Chairman: The deputy minister is answering Mr. Germa's questions.

Mr. McNab: I think that my statement down there was completely consistent with that. What we see are great benefits by tying all these lines together to provide services that the area couldn't have otherwise.

We have now an arrangement with Air Canada and Transair, for instance; all of them now are going to have our schedules contained in their schedules so people can book through and can make connections at the third level area. We hope to provide an automated ticketing service so that passengers can be ticketed, say, in Timmins or Kirkland Lake or some place like that, right through to London, England if necessary, by having it co-ordinated with the co-operation of the regional and international carriers.

Mr. Stokes: What input, if any, did you have in the recent negotiations between the ATB and the FAB with regard to international routes?

Mr. McNab: None.

Mr. Stokes: Did you think you were looking after the best interests of carriers, particularly those operating in northwestern Ontario, in a complete sellout to Air Canada?

Mr. McNab: Well this, of course, is completely a federal responsibility.

Mr. Stokes: Except that we suffer in the process.

Mr. McNab: Yes, I know, but we have directed ourselves to the support, encouragement and development of a complete third-level carrier that can be tied in with whatever regional carriers are going to operate there under federal government control.

I think in respect to this speech—and it will be brought up—I make mention there of the plans that we have in the future for third-level air service of a sort in southern Ontario. What wasn't said in there is what we've said consistently and what has been said by the minister and has been directed by cabinet and the Premier (Mr. Davis), that yes, we want plans for the development of the airstrips and what not that will allow a third-level air service to connect with the appropriate centres in southern Ontario. But before we involve ourselves in any expenditure in that regard we have to clean up the situation in the north and provide airstrips for all-weather, all-year service for the type of aircraft that are required to bring in goods and people,

on a more economical and meaningful basis, so that the area will not suffer so much from high transportation costs.

That point wasn't mentioned in the reports. The speech was fairly faithfully reported, but I did add that we were directing ourselves entirely in the north, until such time as we could get the situation there cleaned up.

Mr. Germa: Do I interpret that to mean that you are going to go out and supply other third-level carriers with more aeroplanes and give them forgivable loans to provide the service? Is this what I see, that we are going to give aeroplanes for \$1 a year to all these airlines?

Mr. McNab: What is required in some areas is entirely different than others. What we hope to do, say, in the northwest quite possibly, is to co-operate with the operators there, with the regional carriers, to set up a viable network. And where necessary, where it can be proven to us, to support them in any way we can, to supply the urgent and demonstrated need in northwestern Ontario as well as in northeastern Ontario.

Mr. Stokes: Why will they be reporting to the ONTC, rather than to the Minister of Transportation and Communications?

Mr. McNab: Shall I answer that, sir?

Hon. Mr. Carton: It made good sense, frankly, because the ONTC operates in the north. It is operated by people in the north and they are in the transportation business. It made good sense that the—

Mr. Jessiman: The total vehicle.

Mr. Stokes: But they don't have any aircraft.

Mr. Jessiman: Give us time.

Mr. Martel: Why don't they take over the White River air force, so to speak?

Hon. Mr. Carton: They have taken the position the ministry had with White River.

Mr. Martel: I think my colleague has put his finger on the real nub of the issue. No one disputes what the deputy minister has said, that we have to provide service to people; but as the member for Sudbury has indicated we build the airports; we build the hangars, by loans or grants, whatever you call it. We provide the airport—

Mr. Chairman: The member is being repetitious; have you a question?

Mr. Martel: I just want to pursue this point for a moment, if I might, rather than come back to it 20 minutes from now.

Mr. Chairman: We have heard this all three times now.

Mr. Martel: Just a minute, I want to pin the minister right down on it.

Mr. Chairman: Direct a question to him.

Mr. Martel: I want to be abundantly clear—I am directing the question to him; you are interfering—

Mr. Chairman: Not necessarily.

Mr. Martel: —at this point.

Mr. Chairman: Direct your question.

Mr. Martel: We fund the aeroplanes and then you talk about free enterprise. What free enterprise? What is the return on the investment of the people of Ontario?

Mr. Jessiman: Service to the people of Ontario.

Mr. Martel: In that type of—no, don't give me that nonsense.

Mr. Jessiman: Service to Jack Stokes' riding. Don't be so parochial.

Mr. Martel: I am saying that the people of Ontario—if you were a businessman, Mr. Minister, and you put up \$3 million, you would insist on equity participation. In this instance, you own the whole air force, so to speak; you own everything—except that if it makes money, we will sell it out.

I was the only person at the meetings in Sudbury three years ago, I guess, who opposed this concept—not the service, not at all—but it became obvious to me very quickly that if it made money Deluce would buy it. If it loses money we will continue to operate it as a government agency to provide the service you are talking about. If it makes money we will get out of it. What we are doing is funding everything and our return on the investment of the money of the tax-payers of this province is zilch.

As a good businessman, you wouldn't enter into that type of agreement unless you were the recipient of all the largess. As a businessman who is just putting money in, if you were this great free enterpriser, you would never put money in unless you had equity, no way. You have a precedent because I believe the government took an equity posi-

tion in some company just east of Toronto some years ago. It was not an airport.

I just can't understand how we expect the taxpayer to foot the bill and then not own it or have an equity participation in it. If it loses money, by God, and Deluce says, "I am not buying you out. What do I want to buy this loser for?" you know who is going to pick up the pieces—the people who funded it originally. But if it makes money they won't have a return.

Now what kind of nonsense is that? It's the same thing as the deputy minister has already indicated: We will try something different maybe in northwestern Ontario and if it loses money, that's the type we will keep. Then you can say government operations never make money. We sell the ones that make money; we usually invest our money in bankrupt firms. We never put our money in places that are going to make money. That would interfere with the free enterprise system. You can't have it both ways.

Mr. Chairman: Order. Mr. Boyd, is it?

Mr. Martel: No, I want—

Mr. P. Y. Davoud (Director, Aviation Services, Planning, Research and Development): Davoud.

Mr. Chairman: Davoud.

Mr. Martel: I want the minister to answer. He can't answer on this philosophical question.

Hon. Mr. Carton: I have given my answer on the philosophies of it and the answer is simply that I believe in the free enterprise system, period.

Mr. Martel: No one is disputing that. Why fund it then? Do we take an equity position for the amount that we have invested? Or is that going to be our equity in it, the \$3½ million.

Hon. Mr. Carton: Our equity is service to the people in northern Ontario.

Mr. Martel: That's crap and you know it.

Hon. Mr. Carton: No, it isn't.

Mr. Martel: If it loses, we will have the whole thing, won't we? If it doesn't make money?

Mr. Jessiman: The member doesn't want to start his own airline, does he?

Mr. Martel: Don't come here with your stupidity.

Mr. Jessiman: You are contributing greatly to it.

Mr. Martel: If it loses money, Mr. Minister, who is going to fund it to keep that service going? Will you answer that?

Mr. Germa: Let's try and find that out.

Hon. Mr. Carton: Do you want it kept going?

Mr. Martel: I want it kept going. If it loses money who is going to fund it?

Hon. Mr. Carton: We are funding it now.

Mr. Martel: Who is going to fund it if it loses money?

Mr. Jessiman: It is losing money now.

Hon. Mr. Carton: If you want the service to carry on, we will be doing it.

Mr. Martel: Right. But if it makes money, Mr. Minister, what are you going to do with it?

Mr. Haggerty: Has it made any money?

Hon. Mr. Carton: When that time comes, I will have a look at it.

Mr. Martel: No, you know it's in the terms of the agreement. If it makes money, Deluce has an option to buy, doesn't he?

Hon. Mr. Carton: Who is Deluce?

Mr. Martel: I think his name is Deluce; he runs it for White River Airways. He has an option to buy, hasn't he?

Hon. Mr. Carton: No. I will let Mr. Howard or Mr. Davoud speak to the terms of the contract because I wasn't the minister at the time the contract was negotiated.

Mr. Martel: It is my understanding—

Hon. Mr. Carton: But it would be by way, I would suggest, of tender, as was the White River management by way of public tender. How much fairer can you be than having a tender?

Mr. Martel: —that when we put the money in it is ours—that's taxpayers' money.

Hon. Mr. Carton: Dollar-for-dollar we are getting excellent value.

Mr. Martel: No one is disputing that—no one is disputing that at all.

Hon. Mr. Carton: Well then what—

Mr. Martel: You keep trying to run a red herring into it. No one is disputing that for one moment. I'm saying that if it doesn't show a profit, no one is going to bid on it—you know it—and the taxpayer will continue to underwrite it. If it makes money, we'll get out of it. Now that makes abundant sense to a business man does it?

Mr. Germa: Could I ask just a simple question? We've found out that we are paying \$25,000 a year to White River Air Services for management services. Now in any specific year since it has been running, what other losses have we had to pick up on account of this arrangement?

Hon. Mr. Carton: Yes, I would like to have the opportunity of having Mr. Howard or Mr. Davoud speak to this, and then you can direct specific questions to them.

Mrs. Campbell: Mr. Chairman, before this is given, I wonder if I might just ask if they would cover the structure of the company itself and the matter of its annual returns and who reports to the people of this province for the money invested by the government in this private enterprise system.

Mr. Martel: Private enterprise with government money.

Mrs. Campbell: If I could get those things, I'd like that at the same time.

Mr. Howard: White River Air Services operates as a private company with its headquarters in White River, Ont. It owns a fleet—outside of the three aircraft purchased by this ministry for the norOntair operations—of something like 45 aircraft, if I'm not mistaken. It is a very large air carrier in northern Ontario and was so prior to the introduction of norOntair services in 1971. As Mr. McNab pointed out, a number of carriers in northern Ontario were invited to submit proposals for the operation of the norOntair service. From an analysis of these proposals, White River was selected as the carrier to operate the norOntair service on a three-year contractual basis.

The accounting for all of the expenditures on the norOntair services is through this ministry—or has been. It will be transferred to the jurisdiction of the Ontario Northland Transportation Commission. Apart from the management fee—which was an amount submitted by all of the carriers invited to submit proposals—all of the other costs are direct costs. They are fully accountable.

They are costs for the operators, the pilots, the technicians, the maintenance people, and the accounting people in the office at Sudbury, which is entirely devoted to the operation of the norOntair services. There are no other White River services carried out in that particular function. These are all accountable costs.

The only non-accountable costs, as Mr. McNab pointed out, is the management fee, which was an amount submitted as part of the proposal by the carrier.

The total estimated deficit for 1972-1973 operations is \$290,000. The estimates for 1973-1974 are \$200,000. This has been because of the increase in patronage of the service. The figures have been continually increasing since the inauguration of the service. I believe I have the figures here which will show you what the increase has been.

At the outset, the total passengers per month were in the neighbourhood of between 300 and 500. These have increased continuously until a high of 1,509 in August, 1973. It was estimated that if we could reach a figure of 2,000 passengers per month on the service as it existed, this would be a break-even point.

The agreement with White River Air Services is for a three-year demonstration period, and it is a three-year contract with them. It is the same as our agreement with the railway; if operating costs exceed expenses the difference is returned to the ministry, that all costs in excess of expenses are to the credit of the ministry. We have not reached that point, but that is the term of the agreement.

Mr. Martel: Is the province picking up the deficit now?

Mr. Howard: Yes, we are.

Mr. Martel: We are underwriting the deficit then, okay.

Mr. Germa: In 1972-1973 we had a deficit of \$290,000. What was the ticket-sales value in that particular period? And do those ticket revenues come to the Province of Ontario or do they go to White River Air Services?

Mr. Howard: These are accountable revenues. They are collected by White River Air Services—actually through an arrangement in most cases with Air Canada, because Air Canada sales account for most of the sales in White River through their agencies—and are credited directly to a norOntair account, not a White River account, and applied to the operating costs. Then we, the ministry, pay, similar to our arrangement with the railway,

the difference between operating costs and revenue for any given month.

Mr. Germa: Have you got a profit picture of White River Air Services?

Mr. Davoud: Mr. Germa, White River, as a private carrier, is, as all other carriers are required to be, on a standardized system of reporting and accounting to the federal air transport committee of the Canadian Transport Commission, and that's their own business. I think Mr. Howard has indicated to you the method of accounting that White River uses, operating on behalf of the government this particular norOntair service. The profit picture for White River is a private matter for White River.

Mr. Germa: It is not really private when we have about \$3 million of government funds in it.

Mr. Davoud: Excuse me, I am talking about White River as a private carrier running its own charter airline and its own business in the north, as opposed to operating the norOntair service on behalf of this government under a three-year contract. I think Mr. Howard has just told you that there's a flat \$25,000 management fee and, as Air Canada provides their automated reservation system and ticketing and most of that sort of thing, and support, the revenues which they accrue in any month are credited to a norOntair account and the difference between that and the cost is picked up by this ministry.

So what they are doing is operating, on our behalf, a service over which we have complete control. We manage the scheduling. We make the schedule changes when Transair at Sault Ste. Marie and Air Canada change their schedules. That, up to now, has all been done by Mr. Howard's GO train division, and the responsibility for that has just been passed to ONTC.

Mr. Germa: Okay, I will withdraw that question, because it isn't really your responsibility to solve this problem of government involvement in a private company, demanding that the company divulge financial details. I am referring more to the forgivable loans aspect—

Mr. Davoud: May I speak to that point?

Mr. Germa: —which goes beyond your jurisdiction.

Mr. Davoud: I would like to speak to that. Long before White River was awarded this

three-year contract to operate the norOntair service, it applied to the Northern Ontario Development Corp. for a very substantial loan for its own base at Chapleau. This was to be a combined land-seaplane base with a big maintenance hangar. They have recently received a loan to build a new maintenance base at Timmins, which will look after the maintenance of the norOntair aircraft as long as they are operating it.

Mr. Germa: Are only norOntair aircraft allowed in that hangar?

Mr. Davoud: No, naturally not. They are putting in an engine overhaul shop, an instrument overhaul shop, and, for the first time in northeastern Ontario, a flight simulator, and any operator in that part of the land who wants to have his aircraft overhauled or repaired is quite free to use that facility. But that was their decision. It had nothing to do with the norOntair service.

Mr. Germa: These three aircraft which the Province of Ontario owns, are they used for any purpose other than norOntair service?

Mr. Davoud: No, they are not, and they are not allowed—

Mr. Germa: How do you police that?

Mr. Davoud: How do we police it?

Mr. Germa: Yes.

Mr. Davoud: There's a day-to-day record; also, the licence which was issued by the air transport committee specifically states the number of aircraft, the type of aircraft, and the purpose for which they are to be used. White River is not allowed to use those aircraft for private charter work because it was considered to be discriminatory against any other operator up there. No other private operator had that kind of equipment. The three aircraft are now being transferred from the ownership in the ministry to ONTC.

If I could just take a minute, I'd like to tell you that the objective here is—and always has been—to support and strengthen a carrier at this level of air service by providing services, facilities and equipment which no other operator at the time was able to supply. When the Ontario government opted for what appeared to be a very good option, that is, the creation of a high quality third-level local air service, we set some pretty high standards, such as same-day return service where possible, modern turbine aircraft and two pilots. We set high standards and tied

them in closely with the larger carriers. That was the object.

I remember you two gentlemen, Mr. Martel and Mr. Germa, at the meeting in Sudbury when I was there just before the inauguration of the service in 1971. It's come along very well. It's been very well received. I do believe, frankly, that it was a very worthwhile decision. Had we not taken that step, I still think that there would not be that kind of quality scheduled service. No private operator was prepared to come along at that time and do it.

Mr. Martel: That's right. No one disputes that.

Mr. Davoud: That is because of the equipment.

Mr. Martel: Yes, right. No one disputes a thing you've said. The thing we are disputing is the tail end, after the three-year lease is up.

Then we have funded the entire thing, except for the \$25,000. We continue to fund it when it loses money. My objection is why we don't keep it up, because we are paying the full shot? That's taxpayers' money. How are you going to get it back? All I'm saying, Mr. Minister, is that we are paying the shot. We are providing the services. Contrary to what Mr. Jessiman says, we are all in favour of it. We are paying the full shot. Why then open it up later on after the taxpayers have underwritten it and turn it over to someone else? That's the real bone of contention. I'm sure you appreciate that.

Mr. Chairman: Order. Mrs. Campbell has the floor.

Mrs. Campbell: Thank you, Mr. Chairman.

Mr. Martel: No. We were supposed to get the answer on the rest of the contractual arrangement. What happens at the end of three years? Is there not an option to buy or to sell or what?

Mr. Howard: Not in the agreement with White River Air Services, Mr. Martel. The agreement is written as a three-year demonstration period. The agreement states that it can be terminated at any time between the ministry and White River Air Services with sufficient advance notice. There is allowance made only for a review of the existing agreement, not with an option to be turned over to White River Air Services at the conclusion of the demonstration project.

Mr. Martel: My concern is a very simple one. If it makes money, someone will pick it up. If it loses money, we'll continue to operate at it.

Mr. Jessiman: You won't live that long.

Hon. Mr. Carton: That's hypothetical.

Mr. Martel: No, it isn't. You know as well as I do it's not. You want to get out of it. You'd like to get it started and then opt out.

Hon. Mr. Carton: The plans and policies that we have for the full north—who knows what's going to happen?

Mr. Martel: Well, I think there should be a commitment to keep it.

Mr. Chairman: Order. Mrs. Campbell has the floor. The matter the member is discussing probably will come up in the estimates two years hence. Mrs. Campbell.

Mr. Martel: Well, I'll speak about it again after Mrs. Campbell then.

Mrs. Campbell: Mr. Chairman, I am concerned about some aspects of what I've heard here today. I don't quite understand why we have this management fee arrangement if they were already functioning. How have we arrived at a figure for the additional management function of the government areas? I would like to know who the directors are. I presume it's a matter of public knowledge. I'd like to know more about that. I did ask who is reporting for this company.

One thing I do feel very strongly about is, if we have tax dollars involved, the people have a right to know what is happening to them and they have a right to understand pretty clearly just how their money is being spent. They are entitled to a complete accounting.

I don't understand how you can truly break down a financial function of this kind when you only have one portion of the information on the cost of operation. I think it is quite clear that you could set up books. We all know what private people do for tax purposes; there are many sets of books. How are we sure, if we do not know what their reports are on their private operation, that we are in fact being protected in the information we get as to this more, shall we say, limited function?

I would like to understand those things, and I hope I can get specific answers because it concerns me.

Mr. Howard: Mrs. Campbell, regarding the entire accounting for every cent that is spent by norOntair as opposed to White River Air Services, the name norOntair has been assigned to all of the accounting and banking. Every transaction that takes place in norOntair has been separated from the operation of White River Air Services, which operates out of White River, Ont. For the purposes of operating norOntair, offices were established in Sudbury and the only people employed in those offices are directly employed, 100 per cent of the time, on norOntair services. They are not employed in any way, shape or form on White River services.

These are direct costs chargeable directly to the norOntair account, which is audited regularly by our own MTC audit staff. There is almost daily contact with the employees, who happen to be White River employees but are assigned to the operation of norOntair for the purpose of controlling all expenditures made on our behalf on the operation of norOntair services.

So there is no way that expenditures made on behalf of White River can be mixed with expenditures made on behalf of norOntair. It is a straight matter of our standard accounting system being set up to account for all expenditures made on our behalf by norOntair, operated by White River Air Services.

To all of these direct costs is added their management fee; and that management fee has been provided. We have a similar situation with Canadian National Railways for operation of the GO service. But there are certain costs that cannot be attributed to the direct operation provided by employees of White River Air Services that are accounted for by the management fee. And I think this is standard practice in our negotiated contracts for operation of all our public carriers. This is the only item which is a straight charge to the operation. All the others are accountable items charged as a direct cost of flying the aircraft.

Mr. McNab: That is one of the questions.

Mrs. Campbell: Yes, that is part of it. Do I take it then that in the accounting for you, you have a breakdown of their costs of repayment of loans to other ministries, because you take it that that has nothing to do with your operation?

Mr. Howard: That is correct. The loan from the Ontario Development Corp. is not mixed up with our operation whatsoever. That is a loan to White River Air Services and not to norOntair. It does not come into our accounting whatsoever.

Mrs. Campbell: Well, this is what I don't understand. How can you really know the effect of all of this secondary financing in relation to your operation?

Hon. Mr. Carton: We don't have to know, Mrs. Campbell. ODC would have access to the financial—

Mrs. Campbell: But how do the people of this province know the total financial input from government into this particular corporation? This is one of the really awful parts of being in this position in the Legislature. You diffuse things so much across the board. Try and get a picture on any named outfit of the total government assistance, and it is pretty difficult. It is difficult to find out what happens to it. Is there no way that it can be made clear as to who are the directors? I have asked that question. It must be public knowledge if it is a corporation—whether it is provincial or federal.

Hon. Mr. Carton: White River Air Services, Mrs. Campbell, is owned by a family by the name of Deluce. The Deluce family are from White River, Ont. They have been operating air services out of White River for a number of years. The company is wholly-owned by the Deluce family. That is all I can tell you about the makeup of the White River Air Services—it is a family-owned company.

Mr. McNab: The only contribution they get from this ministry is the \$25,000 management fee. The total other moneys that we have in this game are completely accountable. They are acting as our agents in the sense of operating this service for \$25,000 a year.

Mrs. Campbell: What is the arrangement, for instance, for the three aircraft? They get each of them for \$1 a year, I take it?

Mr. Howard: This is just a lease transaction. The aircraft are under the ownership of this ministry—and will be transferred to the ownership of the Ontario Northland Transportation Commission. They have no hold whatsoever on these aircraft. They are leased to them just during the duration of the agreement for the sum of \$1 a year because that was part of the negotiated arrangement.

Mrs. Campbell: In the figures that are given for their profit and loss statement, what element of depreciation is in there for these aircraft? Is that part of the figure, or is that not included?

Mr. Howard: There is no depreciation charge against the operation as far as the

aircraft are concerned; but we have title to the aircraft.

Mrs. Campbell: And they will revert unless there is a new contract negotiated at the end of a three-year period—is that correct?

Mr. Howard: Yes. The \$1 a year is just part of the three-year contract; they are still in the ownership of the ministry.

Hon. Mr. Carton: Never have been out.

Mr. Howard: They have never been out of the ownership of the ministry.

Mrs. Campbell: I see.

Mr. Jessiman: And will remain in the ownership of the ministry?

Mr. Howard: They will remain in the ownership of the Ontario Northland Transportation Commission.

Mr. Young: I think one of the problems Mrs. Campbell is trying to get at is this: through the Northern Ontario Development Corp. we have advanced \$300,000—I think that was the figure—for the building of certain repair facilities at Timmins, I think it was.

Mr. Allan: That had nothing to do with the operation of Ontario Northland.

Mr. Young: No, I quite agree, but I think this is what Mrs. Campbell is trying to get at.

All right, those repair facilities are there. Now, if one of the Otters breaks down and has to go to that repair facility, then of course the White River company charges this part of the company for that repair work. Therefore, it has some bearing on the total situation. That would be an illustration of how the two might interact, that's all. I presume that that repair expense is borne by the so-called semi-public division of the Nordair division of the White River company.

Mr. Allan: There is no indication that Nordair is a division of the White River company.

Mr. Chairman: I would suggest that some of these questions be more appropriately asked under Industry and Tourism.

Mr. Howard: I think I can clarify one point though, Mr. Young. At the present time the maintenance of the Twin Otters is carried out in Sudbury in a hangar which is completely inadequate. It is owned by another carrier in that area, adjacent to the norOntair opera-

tions. There has been no proper facility for the maintenance of these planes. This is the reason why White River required its own hangar and maintenance facilities in northern Ontario and are proceeding to build them.

The benefit that will accrue is that now norOntair aircraft can be serviced, as well as other aircraft in the north, by a much better facility once the new facility is built that is being constructed under the grant from the development corporation.

Mr. Jessiman: Instead of having to send everything to Toronto, they do it now in North Bay.

Mr. Young: And therefore the public part will be done in the private part of the company, and therefore you will be watching whether those repairs are adequately priced or not.

Mr. Howard: By all means.

Hon. Mr. Carton: Mrs. Campbell, if you were in a law firm and on a retainer of \$25,000 from the government do you think that should give us access to all the financial arrangements of your law firm?

Mrs. Campbell: I think, since I've never been in that position, that highly hypothetical position—

Hon. Mr. Carton: The odd one has.

Mr. Chairman: It's a highly hypothetical question.

Mrs. Campbell: I feel this, that if we are subsidized—I put it on that form—if everything we are doing for White River were within one ministry and you look at the total picture we have involved a very substantial amount of the taxpayers' money. When you are involved in the operation, if I may say, if you have a retainer and you are also in the position that if you aren't a successful lawyer, the government will bail you out—I would think that that's probably a closer analogy—the government ought to have a full picture of your operation.

Hon. Mr. Carton: But this is an assessed management fee of \$25,000; there is no bailing out or anything. It's just a contract for management.

Mrs. Campbell: I'm trying to understand it, Mr. Chairman. I was not familiar with this contract but as it developed I became concerned about it. With a lawyer on a retainer you don't normally provide him with his

office and his equipment in whole or in part. If I may press on with your analogy, you expect work to be done, but he is presumably covering off the costs of his operation in the bill which you get. I don't think it's really a very fair analogy to us.

In this case, where you have two operations and you have no access, I suppose you'd say, to three-quarters of their operation—would that be correct? Would yours be about one-quarter of their total operations?

Mr. Howard: It would be much less than that. They operate a very extensive service throughout northern Ontario.

Mrs. Campbell: Well, whatever the figure is—

Mr. Jessiman: Isn't it 48 aircraft they're operating?

Mr. Howard: I believe 43 is the figure. Mr. Jessiman.

Mr. Jessiman: They are operating three of ours.

Mr. Howard: Three of ours. I believe they have 43 of their own aircraft.

Mr. Jessiman: That's not too difficult for the member.

Mrs. Campbell: Mr. Chairman, I am trying at this point to get at the truth, if it's possible, on this particular issue. It seems to me that if you have this much involvement—and I'm talking government not just this ministry—in this kind of an operation and you're not spending money out of your own pockets, it's coming from the pockets of the people of this province, I have always taken the position and will continue to do so that there ought to be an accountability to the people of this province for this operation.

I don't know who reports to the people for this operation. So far I can't see that we really have an accounting of its operation. I wanted to see, not being an accountant, how you preclude the possibility of any kind of mingling. You could set up bank accounts; you can do all this sort of thing, but when it comes to management and this kind of intangible—now I'm told that this fee covers one office and the employees in that one office. Is that correct?

Mr. Howard: No, it's not.

Mrs. Campbell: No. This is just what I'm saying.

Mr. Howard: No, the office and the employees of that office are direct charges to norOntair; accountable charges to norOntair. The exact amount of wages, the cost of operating the office are an accountable cost, an audited cost, charged to the norOntair account.

Mrs. Campbell: So that's over and above the management fee?

Mr. Howard: Yes, it is part of the direct cost. The management fee is cost not directly associated with direct cost. It is the fee, the profit, if you may, for White River Air Services operating norOntair on behalf of the ministry.

Mrs. Campbell: Now we get it. Instead of saying you make a gift to them of this amount of money you have put it under the heading of management fee. You have no way of really explaining to me, or to anyone else in this province exactly what they do for that management fee. It is clearly attributable to profit, according to your last statement. Is that correct?

Mr. Howard: Yes, I don't believe that we could expect any company to come in with the expertise of flying in northern Ontario and operate a service strictly to recover the exact amount of expenditures that they put out on our behalf. There has to be some other stipend associated with the contract in order to get a private carrier to operate this service. He is certainly not going to do it just for a breakeven operation.

Hon. Mr. Carton: In fact, on the contrary, if we weren't paying them a management fee, we would really be suspect.

Mrs. Campbell: I think it should be—

Mr. Martel: I suspect the long term goal.

Mrs. Campbell: I would suggest, Mr. Chairman, that we don't talk about the management fee. We say we are giving them the use of the aircraft; we have made certain facilities available to them—

Mr. Allan: Mr. Chairman, this is entirely incorrect. I'm so sick of listening to statements that have no basis of fact.

Mrs. Campbell: If I may I'm pursuing something—

Mr. Jessiman: Could the chairman explain to the member that the origination of norOntair was on a contractual basis; it was to supply a service to the people of northeastern Ontario.

Mrs. Campbell: I was aware of that.

Mr. Chairman: Carry on, Mrs. Campbell.

Mrs. Campbell: Well, it's been a successful intrusion on my train of thought; I'll just have to get back to it.

I think it is not a management fee, as has been stated by the ministry, but simply a sum of money ascertained between two contracting parties to be the carrot to get these people to function in northern Ontario on behalf of government. What I'm saying is that I think this kind of statement about a management fee is misleading to people; certainly it was to me, and I wanted to clarify it.

Surely one shouldn't be that sensitive to the question—

Mr. Allan: No, it wasn't the management fee they were referring to when you were interrupted.

Mrs. Campbell: I was referring to it when I was interrupted, sir.

Mr. Allan: I think not.

Mr. McNab: I think I can clarify the \$25,000. This was something that was bid. We said, in the simplest terms, "How much will you charge us, as one of the items, to operate this service for us? We pay the bills. We have control." We hadn't the expertise in our ministry of flying the service. They said, among other things, "This is the background of our company, and our management expertise is bid in at \$25,000." Now this same item was in the proposals received from other companies.

So I think that it can be stated clearly that this would involve the expertise, the background of experience of the Deluce people themselves; it was something which was clearly bid, and it is not unusual in arrangements like this, outside of the air service.

Mrs. Campbell: Could you tell me whether any of the others who tendered on this had made an application to other ministries for this kind of assistance? Do you know that? Do you know whether they've been refused?

Mr. McNab: What assistance are you referring to?

Mrs. Campbell: I'm talking about the loan position that they are in and the forgivable loan position.

Mr. Allan: This has nothing whatever to do with this.

Mr. Jessiman: It has nothing to do with this.

Mr. McNab: The service base up in—

Mr. Allan: Mr. Chairman, I think you have to keep this discussion on what is in this vote.

Mrs. Campbell: Mr. Chairman, if this is the attitude of the members of this government to the people of Ontario who need an explanation, then it is something I'm glad to have recorded.

Mr. Chairman: I have to interject, Mrs. Campbell. I said a little earlier that some of these questions would be better asked under Industry and Tourism, when we are talking about ODC loans to anyone, because that is the ministry in the best position to answer those questions.

Mr. Allan: It has nothing to do with this vote.

Mrs. Campbell: All I can say again is what I said before, that this kind of thing diffuses the situation to the point where nobody is responsible to the people of this province for a complete picture on this operation.

Mr. Chairman: I am sure the Ministry of Industry and Tourism will be responsible to the people of Ontario insofar as answering for ODC loans.

Mr. Jessiman: They are assuming everyone is dishonest.

Mr. Martel: No one suggested any dishonesty at all.

Mrs. Campbell: I didn't suggest dishonesty.

Mr. Jessiman: That is what you are suggesting.

Mrs. Campbell: Dishonesty? No.

Mr. Jessiman: Isn't that what you are intimating?

Mrs. Campbell: Mr. Chairman, there has been no implication, in my mind, of dishonesty. What I am saying is that you cannot get a full picture as to this operation from this particular vote, and it is concerning me. I am also concerned about accounting procedures, having in mind other aspects of their negotiations or whatever with other ministries. This bothers me in trying to face up to the accounting procedures. I take it that you are aware, because you answered the question, that no part of anything else

that they have had from this government by way of loan or forgivable loan is any way attributable to this operation. You can honestly say that, but you can't answer any of the other questions. Is that the situation?

Mr. Chairman: Well, it would appear to be because this ministry isn't in a position to answer some of these questions. Mr. Allan.

Mr. Allan: Mr. Chairman, I have listened to all this and it appears to me to be so simple that I can't understand intelligent people like my friends opposite, who have dragged this out, and dragged it out. My understanding of this thing is that you wanted to have an air service in northern Ontario.

Mr. Martel: Right.

Mrs. Campbell: Needed it.

Mr. Allan: You decided that you would put out tenders for some management company to manage this service for you.

Mr. Martel: That knew what it was doing.

Mr. Allan: You put out tenders. You received several tenders.

Mr. Martel: Right.

Mr. Allan: You accepted the one from White River Air Services and there was to be a fee of \$25,000 for the management of that. A very reasonable and very modest—in fact, I think even more than modest—fee, \$25,000, to manage that throughout the whole season. So you do that. You provide them with three aeroplanes and they manage and fly those aeroplanes, they sell the tickets, they collect the money. It's kept in a separate account. It is used, as far as it will go, to pay for the cost of the operation of your air service. If it is not enough, then you have to make up the difference. If there is any over, that's yours. Now isn't that all there is to it?

Mr. Martel: No.

Hon. Mr. Carton: It has been successful.

Mr. Allan: Isn't that the basis of your agreement?

Mr. Martel: You have left the key ingredient out; what the argument has been about all day. You can play all kinds of games, but you have left out the final point. Now do you want to go to the final step?

Mr. Allan: Yes.

Mr. Martel: That, if—

Mr. Allan: At the end of the three years, the deal is over, you make up your minds at that time what you do.

Mr. Martel: Right. And that is what we are talking about.

Mr. Chairman: We are not dealing with that estimate now.

Mr. Martel: If we underwrite it now, it belongs to us.

Mr. Chairman: Just listen—

Mr. Martel: If it makes money, somebody will want to buy it and this government will sell it—

Mr. Allan: How do you know that?

Mr. Martel: —after the taxpayers have underwritten it.

Mr. Allan: I can shout just as loud as you can.

Mr. Martel: You want to leave all the key ingredients out.

Mr. Allan: There's no key ingredient.

Mr. Martel: Sure there is.

Mr. Allan: There are no commitments. What the end of the deal is—

Mr. Martel: What is the commitment to the people of this province?

Mr. Allan: There are no commitments as far as—

Mr. Martel: This is supposed to be an intelligent fellow—

Mr. Chairman: Order. Mr. Allan has the floor.

Mr. Martel: Well he only wants to argue—

Mr. Allan: There are no commitments at the end of the three years. At the end of the three years, if it is then under the responsibility of the Ontario Northland, they will decide what they will do. That's all there is to it.

Mr. Martel: Sure and that is what we are arguing about.

Mr. Allan: Well there is nothing to argue about.

Mr. Martel: Certainly there is.

Mr. Allan: Not a thing.

Mr. Martel: There is every intention of this government to unload it.

Mr. Chairman: Vote 2204, item 2 carried?

Mr. Martel: No.

Mr. M. Cassidy (Ottawa Centre): I have about one second, Mr. Chairman.

Mr. Chairman: Well, one brief question. It is 1 of the clock.

Mr. Cassidy: Okay, one brief question before—I gather there is agreement to go ahead with the vote.

Mr. Minister, under air services, what plans has the minister to encourage the creation, or to create, through the Ontario government, tertiary air service to serve communities such as Belleville, Kingston, Brockville, Cornwall, Smiths Falls and Pembroke?

Mr. Jessiman: Terrace Bay, Fort Frances and Atikokan.

Mr. Chairman: We are dealing with the north first.

Mr. Cassidy: Pardon?

Mr. Chairman: They are dealing with the deficiencies in the north first and then in the south.

Mr. Cassidy: I see, so it's in 1985 or 1990, Mr. Minister?

Mr. Chairman: No. He said much sooner than that.

Is item 2 of vote 2204 carried? Carried!

It being 1 o'clock, we are adjourned until Monday at 3 o'clock, p.m.

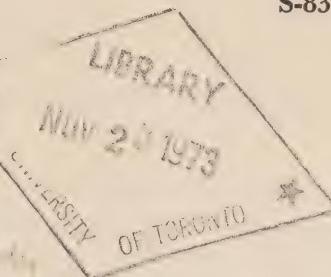
The committee adjourned at 1 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Transportation
and Communications

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Monday, November 12, 1973

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, NOVEMBER 12, 1973

The committee met at 3:25 o'clock, p.m.

ESTIMATES, MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

(concluded)

Mr. Chairman: The meeting will come to order. When we adjourned on Friday at 1 o'clock we had completed item 2, vote 2204. So at this time we are ready to discuss item 3, vote 2204.

Is item 3 agreed to? Agreed.

Vote 2204 agreed to.

On vote 2205:

Mr. Chairman: On vote 2205, item 1, driver examination.

Mr. J. P. Spence (Kent): Mr. Chairman?

Mr. Chairman: Mr. Spence.

Mr. Spence: I would like to ask a question on item 1 with regard to the examiners who conduct drivers' licence tests.

From time to time I get criticism with regard to people taking these tests. It seems there is a lack of courtesy on the part of some of those examiners. There is quite a bit of tension when one is taking a driver's test and some fail, they say, before they ever take the test. I would like to know what course or what exam one has to take in order to become an examiner and if there is anything the minister can do about the problem. I know many are excellent, but I feel there are some for whom there should be some inspection. What inspection do you have for these examiners?

Hon. G. R. Carton (Minister of Transportation and Communications): Mr. Spence, what you are talking about is not so much their ability to examine but their personality and their attitude toward the person being tested.

Mr. Spence: That's right.

Mr. R. Haggerty (Welland South): Public relations are very poor in some instances.

Hon. Mr. Carton: Yes, in some cases it is. I will be very candid with you. Where I have had representations made to me about a particular office or a particular individual, we have taken action. It is like everything else. There are good and there are bad. Unfortunately, one bad one can do a lot of damage for the other 99 who are good.

Mr. Spence: That's true.

Hon. Mr. Carton: Basically, in addition to perhaps the attitude, I have arguments presented to me both ways as to the failure rate. I have the figures here for 1972. The failure rate on the first attempt was 20.3 per cent, which means one in five fails.

On the one hand you have people saying to you the government is deliberately failing people to get the revenue. That just is not so.

On the other hand, there is the call I got two weeks ago, on a Saturday morning at 7 o'clock, from a lady who said we were too easy on our testing.

If I may put it this way, we are neither easy nor difficult. But I do agree with you there are probably cases in which personality is involved. This applies not only in testing. It applies right across the government and it applies to private enterprise. All we can suggest to you is if you have any particular concern, or a person has written to you about a particular individual, I do make certain they are checked out. In some cases, where it is possible, if it is a real bad case of personality conflict, a move takes place. There were two quite recently, I understand. Perhaps I could leave it that way. You may wish to enlarge or expand on this, Mr. Humphries. I am just going from my own personal experience.

Mr. Haggerty: What is the fee for a beginner's licence? What fee do the test officers obtain?

Hon. Mr. Carton: They don't go on commission.

Mr. Haggerty: They don't go on commission at all? That will clear some of the air then. Many persons feel that if they go back

three or four times the fee is going into their pockets.

Mr. Spence: Is it an \$8 or \$5 fee?

Mr. L. Maeck (Parry Sound): It is \$3.

Hon. Mr. Carton: You realize that your so-called beginner's permit is now one year. Remember when we were younger there was a 30 or 60 or 90-day permit; now it is a one-year permit.

Mr. J. H. Jessiman (Fort William): What system do you use of actually physically checking these driver testers?

Hon. Mr. Carton: On instructors; on testers?

Mr. Jessiman: Yes, do you have a system?

Hon. Mr. Carton: Mr. Gower, would you like to speak on the training and on your instructors?

Mr. R. G. Gower (Manager, Driver Control Section): In terms of auditing the performance of the examiner: do I understand the question?

Mr. Jessiman: Yes.

Mr. Gower: In the organization of the examiner force we have 68 offices around the province. In each office there is an examiner supervisor. Over and above that, there is a district supervisor whose responsibility it is to travel from office to office; not only to monitor their activities to be sure they are abiding by the rules as set down, but also to investigate any complaints that are referred to them.

In the course of their normal audit duties they quite frequently take a group of test papers, representative of people who have passed and who have failed, and visit their homes and talk with them to see what reaction they had to the test. The examiners know this goes on, and as a result they are usually a little more careful in their approach.

The district supervisor who travels with this purpose in mind is very aware and very conscious of the need for good public relations. Whenever there is any evidence at all, either as a result of a letter from a member bringing something to our attention, or through our own involvement in looking at the records, we get right on that problem. We don't hesitate at all; we are very conscious of that responsibility.

Under the stresses of the job, the backlogs and the urgency, sometimes you find they may be in some cases, not rude but perhaps

impartial, when they shouldn't be impartial. This is part of regular in-service training which we stress and through which we attempt to overcome things of this nature.

Mr. Haggerty: How effective is driver education in our schools today? I recall my daughter took a test, and the driver's course too, in high school in Ridgeway. She passed that with pretty good colours and went out to take her test. She didn't think too much of the person in charge of the test. She was driving a Volkswagen, which apparently, as I understand it, is like the old cars. There is no automatic clutch. You have to gear down. She lost and had to go back and repeat her test again, for the simple reason that when she shifted, in coming to an intersection, she shifted down in the Volkswagen. The officer said: "That's wrong. You are not supposed to do that."

I don't know what procedure there is for a Volkswagen or some other car, but if you are in an automatic you don't have to worry about shifting gears. I'm sure with a Volkswagen if you don't shift the gears down that vehicle is going to stall. I thought she was right.

She was a little bit upset about it, but she went back and she finally passed her test on the second try. But she thought that he wasn't very pleasant about the way he performed the test.

Hon. Mr. Carton: Is this the school programme?

Mr. Haggerty: She went through the school programme in Ridgeway.

Hon. Mr. Carton: The school programme is very effective.

Mr. Haggerty: It is?

Hon. Mr. Carton: You might be interested in knowing that last week I attended the 25th anniversary of the commencement of driver education in schools at Kitchener, where it was founded by a gentleman named Arthur Sandrock. Now 95 per cent of the schools have driver education courses, and I believe there are something like 35,000 students a year going through them. It is just first class.

Also, during the summer we have courses for the driving instructors who participate in this driver education, and we see nothing but good coming of this programme.

Mr. Haggerty: Have you given any consideration to staggering the hours for examination? This is one of the matters that was

brought to my attention, and not only by students trying to obtain their driver's licence, who lose half a day in school to go on a certain day for a driver's test. I know for a number of persons working in industry Saturday is perhaps the best day. Apparently the offices are closed that day. Have you given any consideration to this problem?

Hon. Mr. Carton: Yes, this has been looked at and I'll let Mr. Gower speak to it. At one time we did have Saturday mornings and at one time we had evening hours and so on. It is by experience and from the fact that they were not utilizing Saturday mornings and the other hours that were available to them that we have come up with the present hours, starting at 7:45 a.m., which is before the real rush hour. Then testing stops before the evening rush hour in order that the students, or the ones trying for their examinations, won't be caught in the rush hour in any particular area. As for Saturdays, Mr. Gower has the history of this particular experience. Go ahead.

Mr. R. H. Humphries (Assistant Deputy Minister, Drivers and Vehicles): Until May, 1972, driver examination centres were open on Thursday evening for the administration of the written and vision parts of driver examination. This evening service was available at all permanent offices, but not at travel points visited weekly by travelling examiners.

To provide the Thursday evening service, driver-examination offices were closed Thursday mornings. This resulted in a loss of 40,000 driver road tests annually due to the use of the trained driver examiner personnel for clerical duties that otherwise could be handled by the regular clerical staff during the normal working hours of operation. In the consideration of the 1972-1973 budget, in order to meet financial constraints it was decided to discontinue Thursday evening service on the basis that greater examiner productivity could be obtained. While productivity was increased, an unprecedented surge in driver licence applications during the peak summer months resulted in a backlog that proved unsatisfactory in terms of providing a normal level of service. However, this backlog would have been greater and more serious had the Thursday evening hours been continued.

In addition to discontinuing Thursday evening service, the ministry also terminated an unsuccessful experiment in Saturday hours at its Kingston and Windsor offices. Experience showed that it was the housewife and

the student, not the day worker, who took advantage of these special hours. Furthermore, the demand for Saturday tests dropped sharply during the busy summer months. On the basis of the experience at Windsor and at Kingston, opening on Saturday morning did not prove to be a satisfactory operation.

Mr. Haggerty: Mr. Chairman, there is a problem in my area. Let's take, for example, the town of Fort Erie, which has a population of some 25,000. I think the examining officer comes in about one day of the week, on Tuesday, and he is booked pretty solidly for that day. I have known cases where persons had to wait two weeks to try their examination. This is a rather long time to put a person through trial basis. In some cases, they have gone to the city of Niagara Falls where they can get examination much sooner.

Hon. Mr. Carton: We do try, Mr. Haggerty, where the individual applicant is requiring a licence for employment, to expedite it so that he wouldn't be precluded from getting employment by virtue of not having a licence.

Mr. Haggerty: How many persons would be employed in driver examinations, say in the Welland area?

Mr. Gower: We have an office in Niagara Falls and Welland. The Niagara Falls personnel travel to Fort Erie. I will have to go from memory, but I think we have three examiners and one clerk. Two of these people travel to Fort Erie one day a week.

Mr. Haggerty: One day a week.

Mr. Gower: The criteria which determine when a community requires the full-time services of an office and personnel are the volume of tests and the proximity to another location. For instance, where there is some urgency, a person could conceivably travel to Welland or Niagara Falls. However, we should keep that to a minimum.

Actually, we're only conducting something like 900 driver tests a year in Fort Erie at this point in time. With the constraints, it hasn't been sufficient to warrant creation of a full-time field office, but I think Fort Erie is probably one that we're well aware of and are keeping our eye on it with the hope that when resources permit we may move into Fort Erie.

Mr. Haggerty: I imagine there is a good source of revenue there at the town of Fort Erie. I believe these trucks and trailers coming across that bridge keep the licence issuer

there busy just issuing licences for trailers, so maybe consideration should be given. There should be sufficient revenue that would keep a person there almost continuously. I know the city of Port Colborne has the same problem too, trying to get a licence officer in that area. They have to go to Welland.

Hon. Mr. Carton: They're not the same thing though; licence issuing is different.

Mr. Haggerty: I know. What I am making reference to is the fact that there is a certain amount of revenue that could be spread out for a full-time officer in the area, issuing drivers' licences and not particularly dealing with the trailer licence or truck-tractor operations.

Mrs. M. Campbell (St. George): Could I have a question, Mr. Chairman?

Mr. Chairman: Yes, Mrs. Campbell.

Mrs. Campbell: I really have two questions. First of all, it struck me that so often, when there was a complaint about an examiner, it wasn't really the examiner's fault so much as that of the person who had been waiting. The backlog seems to be such that they arrive for their test in no real mood to be friendly or co-operative. I wondered if you would check that out.

The other thing is, that I would like to hear from you what is the procedure when you have somebody applying for a licence who doesn't have as a native language either English or French? The courts so often find that these people do not know the rules of the road. I would just like to be certain they are getting a full opportunity to understand the rules of the road before they are granted their licences. Otherwise they do get into major difficulties.

Hon. Mr. Carton: They do know the rules of the road, because that is the oral part of the test, Mrs. Campbell. And we do have a number of bilingual examiners. In addition to the bilingual examiners, we do have testers or examiners who are multilingual.

Mrs. Campbell: Then I wonder how it can be explained that perhaps when they get into court they don't understand what they have done that isn't according to the rules of the road.

Mr. Humphries: I think what really happens is that when the person who does not speak English tries his examination he is doing his very best to understand; and of course he must answer the questions orally.

He is putting forth every effort to know the right answer. When he is in court he is making every effort he possibly can to be ignorant of everything, to talk his way out using that as an excuse.

Mrs. Campbell: That seems an oversimplification, Mr. Chairman.

Mr. J. N. Allan (Haldimand-Norfolk): His lawyer probably suggested that.

Mrs. Campbell: Then you have young people, as I have had, who have been through the school system here but who can still neither read nor write English. That may come as a surprise, but it is a fact. They get involved in all sorts of difficulties because they can't pass tests. I wondered what, if anything, is done about that kind of person.

Hon. Mr. Carton: I think some of the members who break the rules of the House probably know them the best.

Mrs. Campbell: The rules of the House?

Hon. Mr. Carton: They know the rules of the House and they probably are the ones, who, knowing them best, know how to break them.

Mrs. Campbell: I'm sorry, but I don't think the question is really fully answered. These are not dishonest people I am talking about, but people who seem to be genuinely confused. I would like to be assured that we are doing what we can not to have that happen.

Hon. Mr. Carton: As I say, we have multilingual examiners. With the international road signing now, Mrs. Campbell, would you want them to be in a position where their licences were not granted because they were not fluent in English?

Mrs. Campbell: No, that isn't the point I am making. I think, though, there is a safety factor. I just feel we ought to be assured they do really understand the rules of the road, particularly as the rules seem to be very flexible in a city such as Toronto. We get into all sorts of differences today from what we were taught were the rules of the road. Turning traffic seems to get the benefit all over the place, which was not the case in the past; and it is done by police and by lights, and by all sorts of things.

Mr. Humphries: Do you appreciate that the whole purpose of the symbol sign programme is to deal with that very problem?

Mrs. Campbell: To make it internationally understood! All right, thank you.

Mr. Chairman: Is vote 2205 carried? Mr. Maeck.

Mr. Maeck: I was just wondering are there any safeguards in the way you have your system set up. For instance, could someone else go into one of your offices, let's say in a city the size of Toronto, and take a test on behalf of someone else without your knowing it?

Mr. Humphries: I think, sir, we have an investigation going on right at this time into that sort of thing in a particular office. So it does happen.

Mr. Maeck: Is there any safeguard you have? For instance, do you ask for a birth certificate or anything like that?

Mr. Humphries: We don't ask for a birth certificate in every case. Only where there is any question or doubt about it would we ask for some special form of identity.

Mr. Maeck: Okay, thank you.

Hon. Mr. Carton: But I doubt that it would be identity so much as making sure they are of age.

Mr. Maeck: Of course there is a matter of signature; someone has to sign. You have no way of checking that either, I suppose? Do you think this is very prevalent or is there just the odd case that you would run into of this type of thing?

Mr. Humphries: It is hard to say what is normal. There are probably three or four people doing time in Kingston at present who have been caught in this kind of activity. We have suspects every once in a while, whom the police are immediately put on.

I would think that whatever the system is, you are always going to have somebody who is going to attempt to break it. To what extent they are successful it is hard to say, but certainly from our point of view if there were some way of having positive identification of every individual it would be helpful.

Mr. Chairman: Is item 1 carried. Carried!

Item 2, driver licensing. Mr. Germa.

Mr. M. C. Germa (Sudbury): Mr. Chairman, I would like to bring up an old chestnut which has been kicking around for many years.

I make reference to Hansard of April 22, 1971. In response to a question in the Legis-

lature, the hon. Charles McNaughton replied, and I am quoting:

Mr. Speaker, I can offer no such assurance to the hon. member or to the House that that can be implemented immediately. I have examined the process. We have a target date goal of determining whether this is a viable or efficient operation, and it is 1973.

It is now 1973, and on that date they were talking about—

Hon. Mr. Carton: What were they talking about, Mr. Germa?

Mr. Germa: They were talking about allowing private agents to sell licences.

Hon. Mr. Carton: Right, the car or vehicle licence!

Mr. Germa: The car or vehicle licences, both.

Also, Mr. Chairman, there is further reference made to that in a *Globe and Mail* item of April 24, 1971, by the Premier (Mr. Davis), and I quote:

The Ontario Legislature was treated this week to the odd spectacle of Premier William Davis announcing an investigation into the system of appointing licence plate agents, and then minutes later Transport Minister Charles McNaughton defending the system. Mr. McNaughton agreed in an interview that some of the 244 private agents in Ontario are appointed by the Transport Minister through local Conservative Party organizations.

This appears to be a clear case of patronage which I think is unnerving people right across the country. It is now 1973; the Premier indicated he was going to investigate, and the then minister of the day was expecting a report by this date. I just wondered if you have anything to say on that and why.

Hon. Mr. Carton: First, I will check with the Premier. I wasn't aware of any particular study on that whole topic of licence issuers.

It is my own personal opinion, because of the escalating costs and because of the fact that they must be open for set hours each day and the fact that in many cases there just are not enough vehicles in the area to make it a worthwhile project, that we are fortunate in having these independents. I would hate to see the government have to pay for the licence issuing. I don't think we could do it one-half as economically as it is being done now by the licence issuers.

From my own point of view, Mr. Germa, I have had representations made to me personally by members from other than what you

might call my political party, and where possible I accede. When I have an area that needs a licence issuer, I have no objection to taking names from anybody.

Mr. Germa: Have you any criteria laid down for how you make these appointments, other than representation by a member of Parliament or an elected member?

Hon. Mr. Carton: We have individuals who write in. In fact they may not even have the name of their local member. It may be that someone is resigning or retiring and they would like the licence issuing agency. If they write to me, I check it out.

Mr. Germa: Do you not think that a more open approach would be better? That is, if you had an opening in a certain city, you would announce in the press that anyone interested in this kind of an operation should apply to the ministry?

It shouldn't be kept a secret. The elected member probably knows that the office is closing, but the average citizen who might like this job should have a kick at the can as well as someone connected with the Conservative Party.

Hon. Mr. Carton: I'll check into this whole system and I will check into the Premier's statement, Mr. Germa. I wasn't aware of the statement made by him in 1971.

Mr. Germa: But you are aware of the practice?

Hon. Mr. Carton: I understand there is a practice of granting them to individuals, yes.

Mr. E. Sargent (Grey-Bruce): Mr. Minister, if Owen Sound is any yardstick, for the last 30 years there has been a series of prominent Tories getting the jobs. If that is the case across the province 1,000 per cent of it is patronage, and I think you have heard enough to admit that.

Mr. Maeck: What about post offices? Clean up your own backyard first.

Mr. Jessiman: It works both ways.

Mr. Haggerty: Those jobs are all advertised.

Mr. Germa: Mr. Chairman, may I pursue one more point with the minister?

Mr. Chairman: Mr. Germa.

Mr. Germa: Mr. Minister, you intimated you were going to take another look at this practice. I wonder if you would consider

using the municipalities as an issuing agent. Most municipalities have a licensing office and most municipalities lose money on their licensing office, because most of their licences are regulatory rather than revenue producing.

These municipalities have a licensing structure. They have someone in charge and they know how to sell a licence. I think that it would be beneficial, where it is not feasible for your ministry to set up an office, that municipalities having a structure in place already should be considered for the franchise. It not only would be a place that everyone knows, since they know where city hall is, but it would also offset the losses that most cities have in their licensing department.

Hon. Mr. Carton: That can be looked at, Mr. Germa. On the other hand, off the top of my head, I personally would feel better if control is within the ministry through the agents, because we do have a measure of control over them. There are many matters that arise in day-to-day operations of these licensing agencies. I would feel better, frankly, if it were in the ministry rather than placed in the municipalities, but that is not to say we can't have it looked at.

Mr. Germa: What kind of control do you suspect you might lose if you asked a municipality, or allowed them to sell licence plates? Would they not function like any private individual on your direction?

Mrs. Campbell: They are pretty bright at the municipal level, Mr. Chairman.

Hon. Mr. Carton: Oh, I am sure they are bright, because I know elected people are at the municipal level. As I say, once you granted the measure of control we have now—to a municipality, for example, Mr. Germa, I doubt that you would ever be able to get it away again because of the actions of certain people there.

We get complaints now about licence issuers. It is like the testing. There are certain individuals who perhaps do not have the greatest rapport with the public. We have a rather vital weapon in that we can just withdraw the agency from them. In fact we do so if that's the case.

Mr. Chairman: Mr. Young?

Mr. F. Young (Yorkview): Mr. Chairman, the matter I want to raise I suppose comes under this vote, licensing. I simply want to quote excerpts from a couple of letters and then get the comments of the minister about them. I quote from one:

According to the Highway Traffic Act, a bicycle is classified as a vehicle. A bicycle rider is not trained or licensed and it is this lack of training that is one of the major causes of car-bike accidents. Another major cause of these accidents is the lack of enforcement of bicycle laws.

First of all, many bicycles are not properly equipped, and also the rider does not ride properly. What we need is a licence for the cycles, and that the rider must pass a test to obtain a licence that could be given by police in co-operation with the school. A cyclist must obtain a licence just as a car driver must.

Surprisingly enough I've had quite a lot of correspondence on this matter during the past year, because of the increase in the accidents involving bicycles, which is perhaps because bicycles have increased in such great number. I quote from another letter:

I've always thought bicycles should go on the left side of the road facing traffic as do walkers. That way there would be far less accidents. I've been told in many countries this is the rule. So many times I have noticed children riding bicycles looking behind to see if something is coming and at the same time turning their wheel so as to go right into the traffic.

With so many more people riding bicycles these days there are many more bicycle accidents. I have always felt strongly about this, but never knew who to contact regarding same. Last month my own son was killed riding his bike at night. He had a light but the driver did not see him. Had he been allowed by law to ride on the other side of the road, I am sure he would be alive today.

That is an excerpt from a second letter which I received. I think those two letters put before us the major part of this problem, and I'd like the comment of the minister in respect to it.

Hon. Mr. Carton: Mr. Young, if I get the intent of your question, you are talking about safety aspects, not licensing for purposes of identification and theft.

We do have a bicycle safety programme through Mr. Reynolds and I'll have him explain it to you. I suppose one of the difficulties with safety and bicycle riders is that you are dealing with a very young group. It would take a pretty hard-hearted police officer to lay charges against a nine-year-old or an eight-year-old or a 10-year-old or whatever.

If it is a bicycle safety programme, I think it should be done through education. I for one would not want to see—and I'm sure you wouldn't, in fact I know you wouldn't—want to see children brought up on charges that related to the way they handled their bicycle.

I think it should be done, and in fact it is done, on the basis of education and by trying to get them to recognize that they are in a vulnerable position when they are riding their bicycles. Mr. Reynolds perhaps can elaborate.

Mr. W. B. G. Reynolds (Director, Safety Office): We have a very extensive bicycle safety training programme in the schools called the Crusaders' Cycle Club. The safety office of the ministry also provides a variety of information and materials to any organization that wants to conduct a safety education programme for the benefit of the children in the schools. This is most popular, particularly among police officers, home and school associations and Boy Scout groups and that sort of thing. This has been very effective. We've had a number of reports from people who have actually adopted this particular programme and they tell us it has been very useful and helpful in training young people in the basic rules of safe bicycle operation.

We are now in the process of developing a similar education programme for adults. As you know the number of adult bicyclists has really exploded in the last few years.

Mrs. Campbell: For what age are these courses, may I ask?

Mr. Reynolds: It depends on the local group. They ask for volunteers and they are conducted for the benefit of children at almost any age level.

Mr. Haggerty: That's where a good advertising campaign would be worthwhile. There wouldn't be any complaints from the opposition members here at all if you spent \$300,000 on such a programme.

Hon. Mr. Carton: I will make a note of that.

Mr. Haggerty: I suggest it is a good note.

Mr. Young: Mr. Chairman, in connection with the other suggestion that was made here in the lady's letter—

Hon. Mr. Carton: About riding facing traffic!

Mr. Young: On the left-hand side, facing traffic. I've heard arguments pro and con in

this regard. But I wonder whether we might, for the information of this lady put on the record some thinking about it and some decision which may have been made.

Hon. Mr. Carton: When I was seven and eight and nine I used to drive along Highway No. 5, which was a main artery, particularly so in those days. I went three miles to school on a bicycle. Later, when I was 11 and 12, I drove seven miles on a highway to school.

I think one of the difficulties is that at that time I didn't realize that motorists really don't have control of their cars the way I thought they did. I think this is what all children really don't appreciate. Whether or not they are coming towards me or going with me; as a matter of fact I think I would rather have them going away from me than coming towards me, because you don't know when they are going to swerve, or whether they are coming or going. It is a very difficult thing, because some of them really don't have control over their bicycles at that age.

Mr. Young There is a problem here in connection with parked cars too, I understand, particularly in the cities. Coming between parked cars and ongoing traffic presents a real problem.

Hon. Mr. Carton: Yes, also car drivers who don't realize the bicycle is beside them and crowd it into the curb lane. Drivers really can't see them on either side or through the rear-vision mirror. Mr. Reynolds, do you have any thought on this?

Mr. Reynolds: I think it is fairly universal that in most jurisdictions bicycles move on the right-hand side of the road, in the same direction as the traffic. I think the uniform vehicle code requires that a bicycle as a vehicle, although not a motor vehicle, even so move in the same direction as the vehicular traffic.

Mr. Young: So the statement that in many European countries the bicycles face the traffic may not be valid?

Mr. Reynolds: No, this is North America; the uniform vehicle code applies to North America.

Mr. Young: The letter suggests that in many European countries this is the case. I am sorry, there is no word "European" in it; in "many" countries this is the rule, that they face the traffic.

Mr. A. T. C. McNab (Deputy Minister): I have never heard of it, sir, and certainly it doesn't seem like a good idea; but we will look into it. I would be very interested to know what countries are involved. Then we can do some research in that respect. I can see a lot of problems there. You are advised to walk facing the traffic; but that is off the road, not on the road.

Mr. Young: Thank you very much.

Mr. Chairman: Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): I want to get into a different area.

Mr. Chairman: Driver licensing?

Mr. Stokes: Yes. I want to remind the minister he has had an interim report, submitted by a select committee on snowmobiles and all-terrain vehicles, for several months now. We made some recommendations with regard to registration and driver examination. We're told at the present time that it is not a licence. You pay a registration fee and you are governed by local bylaws. There are, in the Motorized Snow Vehicles Act, certain areas where you are permitted to operate your snowmobile and other areas where you are restricted.

As members of that committee, we like to think we made some good recommendations that have received wide acceptance from the snowmobiling public, through the Ontario Snowmobile Federation and through many clubs. We have received, I think, an endorsement from the industry. In the time that was at our disposal, having regard to the limited amount of research on the subject area, we brought in what we consider to be at least interim solutions to the problems of snowmobiling as opposed to other vehicular traffic.

We have recommended that all snowmobiles be banned from roads in the province starting on July 1, 1975. If that recommendation is accepted, we also made recommendations whereby you could provide an alternative to the snowmobiling fraternity.

In many respects I think what we've done is we have dumped the problem into the laps of the municipalities, by saying, if you accept our recommendation they will be banned from all provincial roads and highways, but within a municipality it will be up to that jurisdiction to decide whether or not it wishes to provide corridors for them.

I see Mr. Sands in the room. He sat with us and acted as a resource person, at least in

the initial stages of our committee. If you are going to act on those recommendations, I think that you are going to have to act reasonably soon to provide not only municipalities but your own driver examination and driver licensing branch with an opportunity to undertake a programme of instruction and education as to the proper and safe handling of these vehicles.

We did make recommendations concerning different types of licensing for different age groups, and the kind of driver examination and instruction that we felt should accompany those various kinds of licences. Since you have had several months within the ministry to peruse that document, what is your feeling on it and what do you propose to do with those recommendations?

Hon. Mr. Carton: Mr. Stokes, the ministry officials have examined them and assessed them. They now have a proposal ready for me to bring to the policy field, but I cannot state what will happen to them when they reach there, because this will be a government decision. But the ministry has examined them. As you pointed out, Mr. Sands was represented on that committee. They have been assessed one by one and they are ready for presentation to me to bring to the policy field. I can't state any further than that because—

Mr. Stokes: All right. Let me be a little more specific then. I realize you are not going to give me a definitive answer—

Hon. Mr. Carton: Right!

Mr. Stokes: —but the registration fee for snowmobiles at the present time is \$10.

Hon. Mr. Carton: They recommended \$8 if I remember correctly.

Mr. Stokes: We recommended \$8, but we said that you could use a portion of the \$8 to provide alternative operating areas. The secretary of the resource policy field conducted a seminar with various groups, dealing specifically with trails. Now, if you are going to maintain the present registration fee at \$10 or accept our recommendation and reduce it to \$8, we felt there was a responsibility on government to provide alternatives to people if they were going to be banned from using the roads.

In northern Ontario it isn't a problem, because people with very little effort can go out and hack their own trails through the wilderness, and are doing so at the present time. But, in the 35 or 40 meetings that we

held across the province last winter, it came to our attention there were a good many areas where there wasn't sufficient Crown land. Specifically, there was a problem of trespass in southern Ontario where, because of the lack of sufficient Crown land, they were using public land.

I realize you are not going to answer this one either, but I am going to ask it anyway: Why don't you undertake to get involved with farmers or people who own large plots of land and enter into a rental agreement with them so you will provide an outlet for people in the southern part of the province and enable them to operate their vehicle in a manner they would like?

Mrs. Campbell: Excuse me, Mr. Chairman, on a point of order, I have been waiting to speak about vehicular registration. I am wondering if this—

Mr. Chairman: I was waiting and waiting and waiting and I was trying to tie this in. Other than talking about licensing snowmobile drivers, I felt the balance was out of order to this point.

Mrs. Campbell: I don't want to cut him off; I just want to know for myself that I can still speak when it comes to vehicular registration.

Mr. Chairman: Does the member for Thunder Bay have further questions on driver licensing?

Hon. Mr. Carton: Perhaps I am able to answer this particular one. We can debate it, and it takes more time than it does to answer it.

This, Mr. Stokes, would not come under my ministry. It is a possibility—

Mr. Stokes: Except that you are collecting the money.

Hon. Mr. Carton: Again, it doesn't come into my ministry. It comes into the consolidated general revenue fund, so it really isn't anything to do with me or my ministry.

I am going to ask you a question now. There are many problems with these all-terrain vehicles today, and one came to attention—I don't know whether you studied it or not—of a personal hovercraft, that you can buy for about \$700 or \$800. This makes it accessible to everybody, and I just shudder to think—

Mr. Stokes: If you put them even close to a road, you need your head examined.

Hon. Mr. Carton: Exactly. I took a poll in my riding, if I may be parochial, on the banning of snowmobiles on roads; and the poll was 95 per cent. The fact that it is a city riding has something do with it, of course. But all I can say is the results of the select committee, and they came up with some very good recommendations they have been assessed by the ministry officials and they are ready now for the political machine.

Mr. Chairman: Mr. Spence? Driver licences?

Mr. Spence: Yes, I want to bring to the minister's attention the case of a young fellow who has been charged with dangerous driving. He lost his licence for 24 months. He said he did back into the fender of the provincial police—

Interjections by hon. members.

Mr. Spence: Anyway, I am not for giving anybody the right to drive without passing the driver's test, but it was brought to my attention that dangerous driving comes under the federal government. It was certainly new to me to find out that the federal government had control over certain laws here in the province.

Hon. Mr. Carton: These are under the Criminal Code.

Mr. Spence: These are under the Criminal Code. I think he was charged on July 19 with dangerous driving. Now he says that his father has two farms and he has to drive from one farm to the other, which is a hardship; and of course he says he's learned his lesson and all this. So he wanted to make an appeal to give him a restricted licence after so many months. He had to apply, as I understand it, to the parole board at Ottawa. It was unusual to ever appeal such a thing. However I hear that the Supreme Court has made a decision regarding the provincial laws—

Hon. Mr. Carton: They are different things completely. The Supreme Court of Canada decision made a week or so ago relates to suspension of licences for drinking and driving. What this young lad was involved in is a Criminal Code offence per se, and he would have to apply to the parole board.

Mr. Spence: That is the only solution now? Fine.

Mr. Young: What was the decision about the drinking? I didn't see that.

Hon. Mr. Carton: The Supreme Court of Canada upheld the province's jurisdiction

leading to the suspension of licences. In other words, we do have jurisdiction in the suspension of licences.

Mr. Young: So that a 12-month's suspension, as far as the Supreme Court is concerned, is—

Hon. Mr. Carton: Let's not confuse this. We have mandatory suspension for three months. If the judge in his wisdom suspends the licence for longer, when our three months' mandatory is up the judge has the right to suspend it for longer. But it is mandatory for the provincial—

Mrs. Campbell: But could I ask—

Mr. Chairman: One short supplementary.

Mrs. Campbell: Yes, sir. I am just wondering if there is any way the confusion in the mind of the public could be resolved. A judge usually does not make a disposition as to a mandatory suspension, and the public then gets the impression that the judge is being constantly over-ruled by civil servants.

It does seem to me this is a poor relationship.

Hon. Mr. Carton: I think they are taking steps to correct that.

Mrs. Campbell: I would urge that somebody do something about it.

Hon. Mr. Carton: We are.

Mrs. Campbell: Okay.

Mr. Chairman: Mr. Riddell; driver licences?

Mr. J. Riddell (Huron): Yes, Mr. Chairman. If I may beg your indulgence and ask for your patience, I would like to get a little bit of background material to a matter of major concern as far as many people out in the rural areas are concerned. It has to do with the licensing of school bus operators.

Now you are no doubt aware, Mr. Minister, of a private member's bill that was debated in the House just recently. The subject-matter pertained to the safety of Ontario's school children. I might say I was a little disappointed you were not in the House to listen to the debate, however you probably had other commitments. But this bill contained legislation which is relevant to the busing of children to and from schools, and it certainly does fall under your jurisdiction.

The bill addressed itself to two major areas where safety demands legislative action. The first area is the school bus driver and the second area is the school bus itself. I hope to

bring the school bus itself into this item under transportation, safety co-ordination and promotion.

But the most important figure in the safe transportation of students is the operator of the school bus. As you well know, he has the onerous responsibility of driving a bus load of children to and from school every day in a wide variety of weather conditions, often over hazardous highways and in difficult traffic conditions.

Because the safety of the students depends on how well this individual can shoulder this responsibility, the selection and licensing of school bus drivers should be guided by legislation. This bill would require that any individual aspiring to be a school bus driver would not only pass the regular test set by the Ministry of Transportation and Communications for school bus operators, but the applicant's police and driving record should be absolutely clear of any offences casting doubt on his abilities to handle this task.

In addition, in order to get a school bus driver's licence the applicant would not only require a chauffeur's licence, but such applicants should also be required to take a compulsory defensive driving course administered by the Ministry of Transportation and Communications and the Ontario Provincial Police. A similar course in highway safety and emergency first aid should also be compulsory.

It is interesting to note, Mr. Chairman, that according to an article in the November, 1972, issue of the magazine, Ontario Traffic Safety, 80 per cent of the traffic fatalities in the United States are due to failure to stop bleeding at the scene of the accident. There is mounting evidence that those drivers taking first aid courses are more safety conscious and therefore less accident prone.

A school bus operator's licence should also be renewed every year and the driver's operating ability and knowledge of defensive driving in highway safety should be tested before granting a renewal.

Now what are your own personal opinions as to the licensing of school bus drivers? Do you not think it is left at pretty loose ends the way it is at the present time; and that there needs to be a real tightening down in the way in which school bus drivers are selected in order to handle this rather important cargo?

Hon. Mr. Carton: I would agree with you; it is probably the most important cargo one can carry.

We have a special examination to test the school bus itself and we have special medical requirements for the school bus driver. We also have special conditions for re-examination of the school bus drivers. What you are suggesting is in addition to these; and I'm not so sure but what I agree with you.

We have thought of the possibility of having them trained by St. John Ambulance, and to make it a necessary requirement. I think this is a very valid suggestion, quite candidly. I don't know whether there are any other areas we can tighten up. Do you have anything you can add Mr. Humphries?

Mr. Humphries: I think those statistics on the re-examination might help—

Hon. Mr. Carton: Yes, they do and they don't. I think perhaps, to show you that we are in our own way trying to come to grips with the problem, in 1972 a total of 5,821 school bus drivers were notified to present themselves for re-examination. Of this number, 1,924 voluntarily gave up the authority or failed to comply with our request; 11 failed to complete the required tests satisfactorily and 59 others had their school bus driver licences withdrawn for medical reasons. It's about one-third overall, I suppose, of those who were requested who no longer have licences to drive school buses.

I think you're absolutely right in your suggestion, that we can't be too careful, too cautious. Your thought about the St. John Ambulance course is a very good one. As I say, we've thought of this. I don't know whether or not it's been brought before the provincial body.

Mr. Humphries: St. John Ambulance has made recommendations to us that we should consider this.

Hon. Mr. Carton: We will look at it again.

Mrs. Campbell: Mr. Chairman, if that is to be considered, would the minister also consider bringing in, or consulting with whom-ever in the government would bring in good samaritan legislation for these drivers, because my understanding is they're not overly well paid. If they take St. John courses and then find themselves in a lawsuit for trying to give first aid, I think there should be—as there should be for others, fire-fighters and the rest—good samaritan legislation to protect them as long as they're not negligent.

Of course good samaritan legislation doesn't cover negligence. But I would be concerned about people taking this course and being ex-

pected to give this kind of first aid without some protection, if in fact what they do is a matter of judgement and not a matter of negligence.

Hon. Mr. Carton: I will make a note of your suggestion. It's not within my ministry or my competence.

Mr. Haggerty: Take a look at that private bill that I have in the House. That will solve some of your problems.

Hon. Mr. Carton: Was this your private bill?

Mr. Haggerty: The Good Samaritan Act. It's a good bill.

Mr. Allan: Mr. Chairman, I wonder if the minister could give us some idea of the accident records of school buses in the province?

Hon. Mr. Carton: We have that here, Mr. Allan.

I preface this, Mr. Allan, with Mrs. Campbell's remarks of the other day that statistics are one thing, and even if there is only one pupil killed or injured, it's one too many. I preface my remarks with that.

In 1971-1972 there were 545,046 pupils transported daily. In other words, a half a million every day are transported in the province. The number of collisions was 508.

Mr. Haggerty: Better than one a day.

Mrs. Campbell: Were there many fatal ones?

Hon. Mr. Carton: No, there were—fatal 0.4; non-fatal 33; that's the injury rate per 100,000 pupils.

Mr. Riddell: It might be interesting to note, Mr. Chairman, that when this bill was debated in the House there were three or four school bus accidents the very same week.

Hon. Mr. Carton: I'm advised there were two fatalities and 181 injuries for 1972.

Mr. Haggerty: That's almost two accidents a day in the school term.

Mrs. Campbell: Two too many.

Mr. Chairman: Does item 2 carry?

Mr. Haggerty: Mr. Chairman, I would like to add a few comments on this particular vote. The member has brought some important matters to the attention of the committee.

I've talked to a number of school bus drivers. In fact I had a call over the weekend and the point that was brought to my attention was that there is no control of the students on that bus. Of course if you have about 40 youngsters sitting in the back of that bus and the person driving it is watching the traffic as well as looking after 40 students, I don't know how they can do it. My caller suggested that there should be another person on board the bus who could keep the youngsters under control, particularly to the high school.

Hon. Mr. Carton: Or a woodshed back home.

Mr. Haggerty: Pardon?

Hon. Mr. Carton: Or a woodshed back home.

Mr. Haggerty: This is the point she raised. She can reprimand the student, but they always come back with the answer: "Well my parents say I am paying school tax"; or: "My parents are paying school taxes and I have every right to do what I want on the bus." That's the attitude.

Mr. W. Newman (Ontario South): Put them off the bus. They do it in my area.

Mr. Haggerty: How can a woman put that person off? I wouldn't want to be in her position and try to tell a group of youngsters to get off the bus. It is usually more than one.

Mr. D. J. Wiseman (Lanark): Talk to the principal when you arrive at the school.

Mr. O. F. Villeneuve (Glengarry): Repri-mand them, that is what should be done.

Mr. Haggerty: I would also want to bring to the attention of the minister that I don't quite approve when they pick these youngsters up at any location on the highways. I think there should be certain places they drop them off. This business where they can pick one up and then pick another one up about 400 or 500 feet away I think causes more problems on the highways than anything; particularly when they unload a bus.

In many cases, they can load them in front of a store or a place where there is ample room to let them off properly without dropping them on the highway. They will let one off here, and in 500 feet there will be another one. If you are caught going home from work you could be held up almost an hour waiting to try to pass that vehicle. I think there should be some rules or guide-

lines that wherever possible they should pull off the road to unload these youngsters. I think in particular on Highway No. 3, the deputy minister will testify why it is four lanes. I think there is an asphalt shoulder there that would enable them almost to pull off the highway and drop them without blocking the road. This causes quite a problem.

Hon. Mr. Carton: I am advised in connection with your prior question, Mr. Haggerty, that 75 per cent of the school buses have, I believe, a senior student is it?

Mr. Reynolds: A moderator of school bus safety control; to maintain discipline to the best of their ability.

Mr. Haggerty: At least you are moving in that direction, but have you come up with anything new as to where they can pick up and drop these youngsters off? This causes some problems on a busy street or a busy highway.

Mr. Chairman: Do you want to talk about that under transportation?

Mr. Haggerty: No, I think we are on line right now, Mr. Chairman.

Mr. Humphries: The purpose of the school bus stopping rule is to protect the child. The bus is there with its lights flashing to protect the child as he or she crosses the road. If you take the bus and move it away, you take away the protection the child is supposed to get.

Mr. Haggerty: In many instances, though, the bus will put the flasher up too high. If you are driving a car, one of the problems I find is I have to look up there, not look ahead at these youngsters. The signals should be down on a more uniform level so that you can readily pick these flashers out. When you look up there, half of them are covered up.

Mr. Stokes: If you have to look up there, you are too close.

Mr. Haggerty: Oh no, but this is one of the problems. On the highways, there is the oncoming traffic and other pedestrians on the road. I think they should be down to a level so that you could see them readily. Your eyes are focused more at a certain level, not up there all the time.

Mr. Chairman: Does item 2 carry? Item 2 agreed to.

Item 3, driver control, carried? Item 3 agreed to.

Item 4, vehicle registration.

Mrs. Campbell: Mr. Chairman, I would like to speak on this one.

Mr. Chairman: I almost said carried.

Mrs. Campbell: I have some concerns about this matter; and if I may, I will give you two types of situations that have bothered me. One is the imposition of responsibility on the vendor of a motor vehicle to ensure a change of registration.

The first case was a case of a young person who put a down payment on a truck. The next day he found he really couldn't finance it. So he lost his down payment and did nothing more, obviously. He had no way of knowing that the lot selling the truck had transferred the licence into his name. Therefore he could take no steps to ensure that it was taken out of his name. Meanwhile the truck was sold to somebody else and that person held the registration in the name of the young person who had put the down payment on the truck.

It does seem to me that some legislation should be forthcoming to protect against that kind of situation. Because the so-called purchaser in that case wouldn't have a clue that an auto lot would take that step.

Hon. Mr. Carton: The onus is on both the purchaser and the vendor.

Mrs. Campbell: Yes, but it seems to me there is a conflict of interest in a sense. If the lot owner transfers the registration without notice and then sells it to somebody else he should be responsible to see and to ensure that the first person's name is taken off.

Secondly, in the case of husband and wife who separate, and the wife signs over the motor vehicle to her husband—

Hon. Mr. Carton: You mean it's in her name?

Mrs. Campbell: It's in her name and she signs the necessary documents as part of a separation. Then the husband doesn't take the necessary steps to see it is transferred into her name.

I had a recent case where a man owes his wife several thousand dollars under a family court order. And of course when he gets a warrant he can immediately pay, to protect himself. In this particular case, the warrant was executed against him. He paid the money. The police then went to her with a warrant to pick her up on the basis of fines or of violations he had committed. And all

the money that she got from her husband under family court order went to pay his summonses off to protect the warrant.

It does seem to me there are cases where there is a definite conflict where there should be some protection to the so-called vendor in a situation of that kind. The onus really ought to be on the purchaser, because as long as he can get away with driving the thing and getting himself into difficulties with the law without transferring it to his own name, it's to his advantage to do so. So that the equal onus shouldn't, in my view, apply. At least I'd like to have it considered by this ministry, because it does create problems.

I don't know whether my other point is properly under this particular vote, or item, but at the time that we were on the estimates of the minister of Consumer and Commercial Relations we were discussing the matter of registration of logs for motor vehicles. These would cover any accidents which had occurred to the vehicle and would go with it at the time of registration.

I may mention again a personal or a legal matter that came to my specific attention. A car was damaged rather badly by rolling over. Fortunately in this particular case the insurance company had not taken proper steps and had not notified the owners that it was prepared to repair rather than to scrap the car. And the insurance company became liable. But in cases where they are not, it seems to me the insurance companies have a very vested interest sometimes in repairing vehicles. Yet there is no way for the layman to really find out, through accident records, what damage has been done to that vehicle.

It concerns me because the mechanics in that particular case advised me that without the kind of careful scrutiny they went into, knowing the history of this vehicle, they would have missed some of what would be called in a human being a hairline fracture or something of that nature and the car might have been said to be roadworthy.

Those are really the points that concern me, and I presume that anything that might be said as to the certificate of roadworthiness would come in another item. Is that correct?

Hon. Mr. Carton: First, I think your penultimate point is the one that was raised in the Legislature by a question the other day, and I would agree that once we get computerized, if it is possible to have a log for each car—they do have this in some other countries.

Mrs. Campbell: Yes, they do.

Hon. Mr. Carton: I think it is a very valid suggestion. In the specific case you mentioned involving the young lad, he would have had to sign that transfer—

Mrs. Campbell: He did not sign it.

Hon. Mr. Carton: Was it put in his name?

Mrs. Campbell: He did not sign it; and it went through registration and he was picked up.

Hon. Mr. Carton: Somebody must have forged his name on the transfer then.

Mrs. Campbell: I can't account for it, but that happened. Fortunately, when he got into court there wasn't evidence, but he might have been stuck with a pretty serious list of fines.

Hon. Mr. Carton: I think this might go along with Mr. Haggerty's recommendation of an advertising campaign to advise people because—and I'm speaking now as a person and as a lawyer, I suppose—I don't think the average persons comprehends the difficulties they can get into—

Mrs. Campbell: They don't.

Hon. Mr. Carton: —on the transfer of a car by not making sure that in fact the registration takes place. The vendor signs it and hands it to the purchaser, and he thinks that's the end of it for him or vice versa.

Mrs. Campbell: That's right.

Hon. Mr. Carton: There may be something we can do; I don't know. Perhaps Mr. Humphries would comment.

Mr. Humphries: The problem here is, first of all, that the Highway Traffic Act does place a responsibility on both the vendor and the purchaser to register the transfer. The reason for this is that if one is left to do it and the other one doesn't do it, then you have a hiatus on your record. You are going to have a lot of vehicles on your records with the improper ownership registered.

The only way you are going to get the proper registration of that vehicle would be to register the vehicle the same way as you do the deed to your house: Do it through the registry office, and not until both parties sign at the same time and the deed is registered does it go into the purchaser's name. That would be the only way. I think almost every state in the United States, except two, I guess, has a deed of title law for vehicles. That is a very expensive procedure however.

While I will agree that it is somewhat impractical to have a requirement that the vendor and the purchaser both be responsible, there is no other way of preventing the hiatus that would occur in our records.

Mr. Young: There is no way of affixing a little coupon to the licence itself—I suppose it is only the one licence, though—a coupon which could be sent in? But in that case it wouldn't do the job unless you had a duplicate on there which must be sent in by the vendor or by the purchaser—if that could be added. But I suppose that's a bit complicated in as large a group as this.

Hon. Mr. Carton: If one sends it in and the other doesn't, then you'll have hundreds of people scurrying around trying to match them up.

Mrs. Campbell: But it is still an injustice and an inequity in some of these cases for the owner. I don't know how far I would go in having a deed of title registered; but perhaps where there is a lot selling cars, in at least some cases you could insist they must see the transaction through, since it is their business to be buying and selling cars.

Mr. Humphries: Of course the dealer does register the transfer when he gets the proper signature on the form. Now if that chap, as soon as that had happened, had reported it, certain action would be taken by the police to—

Mrs. Campbell: But he wouldn't know until he got into court. He got summonsed for fines for a vehicle he didn't own. That's the only time he would know about it.

Mr. Humphries: But he's handed off his vehicle permit.

Mrs. Campbell: No he didn't. He never got any vehicle permit. He didn't know it was ever registered in his name to begin with.

Mr. Humphries: Did he trade a car in?

Mrs. Campbell: No, he didn't.

Mr. Humphries: Well, you're right then.

Mrs. Campbell: And if at that point he says I'll buy this truck and then finds out after first talking to his wife he can't finance it. He goes back the next day and says, "I can't afford it"—and he loses his deposit. But he has no way of knowing it ever was in his name until he gets a court summons.

Mr. Humphries: He must have received the permit when he bought the vehicle.

Mrs. Campbell: The vehicle was sitting in the lot. He never took it out.

Hon. Mr. Carton: He paid a \$25 deposit and didn't take the vehicle off the lot.

Mrs. Campbell: That's right.

Hon. Mr. Carton: And then went home to his wife and checked it out and came back—

Mrs. Campbell: Came back and said he couldn't afford it and called it off.

Mr. F. S. Miller (Muskoka): Could I interject there for a second? He's protected.

Mrs. Campbell: Maybe, but how do you protect?

Mr. Miller: You can renege on any contract within three days in the automobile business.

Mrs. Campbell: Pardon?

Mr. Miller: You can renege on any contract within 72 hours.

Mr. Haggerty: How many persons know that? You know because you were a car dealer at one time.

Mrs. Campbell: I am not talking about what your rights are against the dealer. I'm saying that for that young man there was no ownership to his knowledge until he got summonsed. I don't know how he could be in a position to have to sign-off something he never knew he had.

Mr. Haggerty: This same thing applies when a person purchases a new car. He'll sign-off his vehicle licence and it goes into the car dealer and it can sit there for two or three months. I've known cases where a person has taken that car out on a trial basis even for three or four days and has been charged for an improper turn or something under the Highway Traffic Act. And then the person who sold the car to the car dealer is issued the summons to appear in court. I think there is a penalty of \$500. The deputy minister says, "I was one of those goats"; but you are subject to a \$500 penalty.

Hon. Mr. Carton: But he has a good defence.

Mr. Haggerty: He probably had a good defence; I don't know who his lawyer was. However, I think once you sign that transfer certificate it should be the car dealer who should follow through immediately to the

ministry and register as the owner of it, not wait until they have sold it to somebody else.

Hon. Mr. Carton: Well, it is supposed to be registered within X number of days.

Mr. Haggerty: But you know that's not being carried out by these care dealers. And that's what probably happened with this truck. They never even owned it themselves; it was probably still with the original owner.

Mrs. Campbell: They haven't the faintest idea who had it when it happened.

Mr. Haggerty: It never was properly processed through the transfer.

Mrs. Campbell: Surely the minister would consent to at least look at the situation and see if there is anything that can be done to tighten it up.

As I say, the purchaser has a conflict of interest right off the bat. If he has a bad driving record, he'll take his time about transferring it. I certainly don't think advertising in newspapers, with respect, tells anybody anything. Most people don't really read those ads. There has to be some way of getting to the dealers and getting to other people to see they do advise what the situation is.

Mr. Chairman: Mr. Villeneuve.

Mr. Villeneuve: Yes, Mr. Chairman.

Mr. Minister, I see vehicle registration is cut about \$75,000. I wonder if this is the proper place to raise this. In the rural area in particular we have some issuers of licences who are doing a very good job. They are experienced and they've been at it for years.

Mrs. Campbell: Good Tories.

Mr. Villeneuve: No, as a matter of fact two of them are good Grits.

Mr. Chairman: Oh, no!

Mrs. Campbell: I am glad they are good Grits.

Mr. Haggerty: That is smart politics.

Mr. D. A. Evans (Simcoe Centre): Just two Grits who saw the light?

Mr. Villeneuve: They are performing a good service.

Mr. Haggerty: Always the good Conservatives.

Mr. Villeneuve: But when they figure their office costs—the heating, the lighting; and then they've got to get some extra clerical

help in when the rush is on during the last two weeks or so before the deadline. And they work long hours. In a rural area, in the farming communities, people do not go by eight hours a day; they expect the door to be open to receive them if they are there.

They have always tried to render that type of service. Yet they find out it is not giving them even the minimum wage rate in return. Frankly speaking, I do not think it is right. I think we can afford to pay these people at least a reasonable return.

Now I am talking about those perhaps who may sell something less than 10,000 licences. Nevertheless, it is a service that is needed.

Mr. Stokes: I think the minister should report it to the employment standards branch.

Mr. Evans: Well I won't have to worry this year. There are no licences being sold in that area this year. Isn't that correct?

Hon. Mr. Carton: I have a recommendation ready on this.

Mr. Villeneuve: Well I have been asked about this. The new licence plates come in on Dec. 11 and they are wondering—

Mr. Haggerty: Be careful, they are going to take them away from the small fellows there and move them to the larger urbanized areas; and then there will be no service at all.

Mr. Young: Perhaps, if this is a case where a man is losing money, there is a case for considering a municipal outlet in a municipal office.

Mr. Haggerty: Now then, you have some of these places closed up.

Hon. Mr. Carton: Mr. Villeneuve missed that discussion, Mr. Young.

Mr. Stokes: But you must admit they are not getting enough money.

Hon. Mr. Carton: No, they are not. As a matter of fact, I have a recommendation—and it will be out this week, Thursday of this week—relative to that.

Mr. Chairman: Mr. Miller?

Mr. Miller: Is it possible at this point to discuss the prerequisites for registration of a motor vehicle apart from the actual formal technique of registering?

I submitted a private member's bill last week but it likely will not see the light of day in this present session because I think it is No. 216.

However, I have been concerned, as an ex car dealer, about the unsatisfied judgement fund which is not administered by your ministry.

I wanted to transfer responsibility to your ministry and insist that a vehicle must be insured for liability insurance as a prerequisite to registration. My bill, basically, suggested that the Highway Traffic Act be amended to require compulsory insurance.

I understand that in the beginning the unsatisfied judgement fund—which would probably have to continue on in one form or another—was there to allow the driver who couldn't buy insurance to drive on the highways of Ontario. I believe it was created at a time when in fact some people who could get a driver's licence couldn't get insurance.

I am now assured that anyone who is able to get a driver's licence in the Province of Ontario may buy insurance. It will be provided. An undertaking has been given by the insurance companies of Ontario to provide insurance. They will only cancel that insurance on lack of payment, or in fact cancellation of licence.

So I think the time has come, Mr. Minister—whether my bill ever gets to the floor of the House or not for discussion—for us to seriously consider a requirement for mandatory liability insurance before one can drive on the highway.

The other reasons for having the unsatisfied judgement fund as a way out are very poor. As a dealer I can recall that many a young lad came in to buy a \$100 car in the days when they existed. With your safety check it is pretty hard to get a car for \$100 any more than passes the test legally.

He would come in and he would raise every cent he could and probably owe you \$50 or \$60 to boot. Then you would ask him, have you got insurance? Of course his answer would be no. At 18 or 19 the desire to drive far outweighs almost any other desire but one I can think of—

Mr. Stokes: What's that?

Mr. Miller: And that usually goes with driving!

Therefore they go and buy the \$25 insurance, as they call it. We don't do a service to the young driver, because in many instances they either don't realize they aren't insured or they don't care. With an almost 50 per cent chance of an accident in the first year, we often tie these young kids up for life with a judgement against them.

They are given their licence back, in fact, if they start paying back the debt. The fact remains however, that many of them will have a debt over their heads that they will never retire in their working lifetime if they have a serious accident.

I don't think we do anyone a service by allowing him to incur a responsibility like that simply to have the right to drive on the highways of Ontario. We've protected the third party. We have not protected the person who pays the \$25. I would sincerely ask you and your colleagues to consider this mandatory private insurance as a prerequisite to driving a vehicle on the highways of Ontario.

Mr. Stokes: Why private?

Mr. Miller: Because it will cost less.

Mr. Stokes: That hasn't been the experience in the west.

Mr. Miller: You can hide losses in many ways.

Interjections by hon. members.

An hon. member: Some of us have something to say.

Mr. Chairman: Order. We are not on automobile insurance.

Hon. Mr. Carton: I have enough problems in this ministry without bringing in insurance. You made some very valid suggestions and we'll have a look at it.

Mr. Haggerty: That was a good try.

Mr. Allan: You were in the wrong department.

Mr. Chairman: Does item 4 carry?

Mr. Young: Mr. Chairman—

Mr. Chairman: Item 5, vehicle—

Hon. Mr. Carton: Mr. Young has something.

Mr. Young: On item 4, Mr. Chairman. The member for Sudbury before he left—he had to go to the private members' hour; he has a bill coming up there—asked me to raise with you, at the request of one of his constituents, the matter of the VE3 prefix on licence plates. That is the ham operators. I think all of us were subject to a great many letters over the past year or so in connection with this.

This came, I think, mainly prior to the issuance of the permanent licence plates,

and I presume a decision was made at that time against the VE3 designation.

There are about 4,500 people, evidently, who are ham operators in Ontario. They say they've been of very great assistance during winter storms and under emergencies. They are competent and available for service in an emergency and there has been a feeling among them and some of their friends that they ought to be entitled to have the VE3 prefix right on the licence plate itself.

I raise that this afternoon, Mr. Minister, at the request of the member for Sudbury and would appreciate your comments and your answers as to why the VE3 was not allowed. Maybe it was; I don't know.

Hon. Mr. Carton: Mr. Young, this question, as you know, was brought up by many members on all sides of the House. It was brought before ministerial officials and the minister. It was brought to the Premier's office and many representations were made; and we turned it down, quite candidly. We had other requests from equally valid organizations if you want to look at it in that light. We felt that way because we were initiating the new programme of multi-year plates.

I might also point out that some of the jurisdictions which have these various facets of special licences wish they had never got into it in the first place. So perhaps we are gaining from the experience of other jurisdictions. Be that as it may, we will not be issuing the VE3 designation; and as I say, this was brought right to the Premier's office and we had the executive in. We've had representations from all over the province on it.

Shortly, the answer is there will not be any change.

Mr. Chairman: Does item 4 carry?

Mr. Young: On item 4—item 5, that is, Mr. Chairman, I'm sorry.

Mr. Chairman: Item 5?

Mr. Young: Item 5.

Mr. Chairman: Does item 4 carry? Carried. On item 5 then, Mr. Young.

Mr. Young: Mr. Chairman, I don't want to make a long speech here. My remarks on this subject are spread through Hansard over the last 10 years, and in view of the fact that we have a very small amount of time left in this committee I'm not going to make a speech on it today. I would ask the minister, perhaps, to make a short statement, if he would, as to

the present status of vehicle safety inspections in Ontario; what progress is being made and whether any progress is being made in connection with the regular vehicle inspections in addition to the one that is now undertaken during the sale of second-hand vehicles; and the casual inspections on the highways and the vehicle inspection lanes that we have in our cities?

Hon. Mr. Carton: You mean other than the ones you just mentioned?

Mr. Young: I was thinking in terms of regular annual vehicle inspections.

Hon. Mr. Carton: Periodic motor vehicle inspections?

Mr. Young: That's right.

Hon. Mr. Carton: I think we've probably gone every step but that one, Mr. Young. There are some arguments, and if you wish I'll have Mr. Humphries or one of the men speak to it, but there are pros and cons on periodic motor vehicle inspection.

I think the main factor, of course, is you must have your dollar spent as wisely as possible, and when you have some 3.5 million vehicles to inspect each year on a periodic, what they call PMVI, you are into a large number of dollars. There is a great deal of doubt whether or not the effects of that inspection really warrant that number of dollars.

Also there is a question of the number of mechanics that would be required to inspect 3.5 million vehicles each year. We are cognizant of the PMVI, but we have not taken that step and at the present do not intend taking that step.

If you want it rather bluntly, there can be some shortcomings to the PMVI. For example, if I told you that your car was required for its annual inspection on Dec. 31, I doubt that you would have it looked at before Dec. 25, because you would want it to be in top-notch shape for Dec. 31. You would just play along with any little things that may go wrong in the interim until the week of your annual inspection, because you want to make sure you are going to pass that annual inspection.

That's one of the shortcomings. Some of the jurisdictions that have it are not that happy with it. As I say, it is a very expensive programme.

Mr. Young: I am not going to argue this afternoon, as I said, about this. Some jurisdictions are proving that the death and accident rate has dropped. In any case, I wonder

if I could also question the minister in respect to the announcement he made in the House some time ago that this whole problem of the—

Hon. Mr. Carton: Certificates?

Mr. Young: The fraudulent certificates problem is being beaten.

Hon. Mr. Carton: As I mentioned, Mr. Young, we have a programme that will come forth which will require legislation. This programme, basically, will designate all garages, dealerships, etc., in Ontario, as long as they have a qualified mechanic and the necessary equipment, as those that are designated by the province for issuing the certificates of mechanical fitness. Then the owner, or someone representing the owner, will sign these certificates of mechanical fitness along with the mechanic, the theory being that the persons so signing will have something to lose.

As it now stands, the mechanics have nothing to lose. Sure they can be brought up in court if they are found out. It is difficult to find them out because they just scrawl their signatures. There is no means of identification, and I hope we are going to correct this too. I think this can be done by numbers.

But if you were operating a service station and garage dealership or whatever and had to put a signature of authority on a certificate of mechanical fitness along with the mechanic, then I think that this will solve our problem.

We had gone into the thought of having government inspection stations across the province, but again the number of dollars involved is tremendous if we got into it as a government. We've examined the other jurisdictions and what they are doing; and we've had a look at our own. The certificates of mechanical fitness, as you know, are in addition to the other means that you mentioned.

Mr. Young: That dual responsibility does sound like a good move; we hope that comes about as soon as possible.

Hon. Mr. Carton: As it is now, and it sounds like an anomaly, the certificate the mechanic gets is issued by the Ministry of Labour. It is a certificate as to his ability and his having passed certain examinations. It is not a certificate as to his integrity. The Ministry of Labour will not and cannot take away his licence just because he may sign a fraudulent certificate.

Mr. Young: Could I ask one other question in respect to tires? We have the V1 standard and we don't seem to have any other stand-

ards in respect to motor tires. We are getting quite a few instances in the United States where manufactured tires are being rejected as not being able to pass the test. I'm wondering if some of those are finding their way into Canada?

Hon. Mr. Carton: That question came up Mr. Young.

Mr. Humphries: Sir, as you know, the federal government has standards for new cars. They are considering bringing in a standard for after market tires as well. That is the direction in which that is going.

Mr. Young: They are considering it, but nothing has happened yet. Those standards will designate what first line tires mean; and second line or whatever it may be. They simply won't go by the standards set by the rubber companies now, because these standards don't mean a thing.

Mr. Humphries: I am informed, sir, that they intend to bring out a specific standard for the tire. It will be classified as first-line, second-line—whatever those standards are.

Mr. Young: And they will outline the tests they must pass? Thank you very much.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Yes; thank you, Mr. Chairman.

I was interested in an article in the Buffalo Courier-Express last year. It pertains to the checking of vehicles, in particular trucks that are crossing the Peace Bridge at Fort Erie, Ont. Apparently the inspections that were carried out by the New York State Department of Transport revealed that 25 per cent of the trucks inspected did not meet the safety requirements of the US Department of Transport.

Hon. Mr. Carton: We've done our own tests this past summer and this is why we are bringing in that new programme, Mr. Haggerty. We have 30 inspectors just starting to be recruited now. I think we have half of them recruited. At least 30 inspectors will be deployed in two-man teams across the province, basically but not necessarily at weigh scales, for the purpose of examining and inspecting commercial trucks.

Mr. Haggerty: Well, I suppose if you follow this principle here that you'd have them stationed at the port of entry then, would you, say, at Queenston, at the Niagara Falls bridge and—

Hon. Mr. Carton: Could be, but not necessarily.

Mr. Haggerty: Well, I mean the point is that if both Canadian vehicles and American vehicles are using Highway 3—

Hon. Mr. Carton: It's a good place to deploy some of them.

Mr. Haggerty: There's another point you raise there when you talk about safety matters on the highways. These weigh scales certainly do cause problems on our highways. When you let out 10 or 15 trucks at once, this can hold up the line of cars for miles.

Hon. Mr. Carton: I have never seen—

Mr. Haggerty: You don't drive Highway 3 too often then, do you? I should say the Queen Elizabeth Way just outside of Mississauga. I believe there is one there and one around St. Catharines too. They are causing quite a problem.

The other concern, I think you've already touched on, is that you are going to perhaps bring in further legislation to apply to motor vehicle safety inspections in Ontario. There is another instance in Fort Erie where—I guess your safety inspectors were in that area—out of the 132 cars checked, only four passed. So, I think you perhaps need a good programme there.

Now, the other matter I wanted to discuss is the matter of buses in Ontario. Have you ever issued any special permits to allow wider buses to travel our highways in Ontario?

Hon. Mr. Carton: Never is a long time, but we don't recall it. I mean it's unlawful—

Mr. Haggerty: No; well, again, you know there are American buses using our highways. And I understand that certain states will allow wider buses. I further understand that Greyhound at one time had 95 to 100 vehicles built someplace in the United States. And then Greyhound couldn't use them in the United States, but they said: "Well, we'll unload them in Canada." And I thought perhaps—

Mr. Humphries: Some time ago the Highway Traffic Act was amended changing the maximum width of vehicles from 96 to 102, I think.

Hon. Mr. Carton: That's inches.

Mr. Haggerty: Yes, I know.

Mr. Humphries: One of the reasons for that was to take into consideration that wider bus. And I think that's what you are—

Mr. Haggerty: That was the point I am coming to.

Mr. Humphries: But that amendment has been in the Highway Traffic Act for at least five years.

Mr. Haggerty: Well, then they found a way of getting rid of the buses from the US; bringing them over here.

Now this will certainly cause some problems on our highways, will it not? I mean, you know you've only got so many feet between each vehicle. And it's been banned in the United States. They wouldn't allow those buses to operate over there, yet apparently you fellows were taken in on this deal to extend the width from 96 in. to 105 in.

Mr. Allan: To 102.

Mr. Wiseman: You have got your figures all mixed up.

Interjections by hon. members.

Mr. Haggerty: If they haven't made any checks they could be 107 in. Why would you permit this? They banned them for safety alone in the United States and we allow them to come over here.

Mr. Humphries: I am sorry, sir, the ban in the United States, that's a pretty broad statement. I am sure—

Mr. Haggerty: There are only two states where they are allowed to operate.

Mr. Humphries: But what roads are you talking about? Are you talking about interstate highways?

Mr. Haggerty: On interstate highways; they cannot operate.

Mr. Humphries: I find it difficult to find that buses are being manufactured in the United States which can't be used in the United States.

Mr. Haggerty: How many other vehicles have you allowed to extend beyond the eight ft limit?

Mr. Humphries: That's the limit.

Mr. Haggerty: What, eight ft?

Mr. Humphries: Yes.

Mr. Haggerty: You just said it was 102 in. that you allow.

Hon. Mr. Carton: Eight ft six ins.; 102 ins.

Mr. Haggerty: I thought eight ft was the extent or 96 ins.

Hon. Mr. Carton: Yes, 102 ins. is 8 ft. 6 ins.

Mr. Haggerty: I thought it was eight ft that you had here; 96 to 102. You have increased it within the five-year period from 96 to 102, then? It probably still covers my point; that's when they were building the buses.

Mr. Humphries: I think, sir, if I could check for you, I could probably show you that most other jurisdictions have done the same thing. I can't say, I will have to check that, but I think that I would find that.

Mr. Haggerty: The other matter is concerning the pups that are allowed to be towed on our highways today. Of course there have been a number of accidents in the last year with them. One of the problems you will find, if you talk to the persons who handle and drive these vehicles, is that they are not too happy with the braking facilities on these pups. One of the drivers suggested to me there should be a different type of a braking system and what he thought should be done was—as it is now, when he applies the brakes it is usually the cab brakes which come on first, and then the tendency is to go tail up. It's the push from the other vehicle behind. He says the brakes on the pup do not act as they should, or are not activated as they should be. What he is suggesting is that the pup trailer brakes should go on first and you can have better control with the cab breaking after.

Mr. Miller: They are supposed to work in that way!

Hon. Mr. Carton: They are supposed to do it that way. You put your pup trailer on first. Perhaps he doesn't know that?

Mr. Haggerty: Apparently, it is not there. This is an experienced driver.

Hon. Mr. Carton: Incidentally, if he is an experienced driver, have him do me a favour and write to me if he has any thoughts on pup trailers, because I haven't had any drivers write. Have him put in writing to me what he would suggest, please. I mean that seriously, because I can't get any drivers to comment.

Mr. Haggerty: Maybe they are scared of their jobs, too.

Hon. Mr. Carton: But for safety's sake, you would think—

Mr. Haggerty: Has the minister given any consideration to having proper mudguards installed on these trucks? I mean, built-in skirts? This business of allowing a rubber mat to hang down the back—when they are travelling at 50 or 60 miles an hour, they are up in mid-air.

Mr. Villeneuve: The spray goes all over

Mr. Haggerty: This is right and the spray is going all over. It's treacherous for anybody who has to come alongside that particular vehicle in the winter-time. You take your life in your own hands when you pass that vehicle or he passes you.

Mr. Villeneuve: Especially if it has been salted.

Mrs. Campbell: You should see that neither happens.

Hon. Mr. Carton: I am advised, Mr. Haggerty, that there has been extensive research done, not only in this country but in the United States and England and everywhere, trying to come up with some sort of a permanent—

Mr. Haggerty: We hear the same story every year. Every minister comes up with that same research—

Hon. Mr. Carton: It's the truth. I am talking about other jurisdictions too; England, the United States, wherever, which have studied this. I know we lead most of the world in many things, but if there is no place in the world which has anything, I don't think we have to apologize.

Mr. Haggerty: You take a tractor-trailer pulling a pup. How many tires are there? About 20 tires there?

Mrs. Campbell: Millions of dollars.

Mr. Haggerty: There would be 20 or 24 tires on that vehicle, and I will tell you.

Hon. Mr. Carton: That's a very good point. Nobody can argue with you on that point.

Mr. Haggerty: It needs a wide spot on that highway. I think one of the best improvements I can give the minister credit for is that he put the sign up on the Queen Elizabeth Way and on the major highways which

bans trucks from the passing lane. They have to stick pretty well to the inside lanes.

Hon. Mr. Carton: One of the few pluses.

Mr. Haggerty: This is a good approach, and I think it has brought about more safety in travelling on the highways today. That's about all I have on it, but I thought perhaps you would look at this business of proper mudguards.

Hon. Mr. Carton: I will have the ministry check into it again, but that is my understanding. There has been continuing research on it, but it is a case of coming up with the proper—

Mr. Haggerty: Can't you put some test equipment on one or two of these trucks on the road and find out?

Hon. Mr. Carton: We have. In any event, we will look into it further.

Mr. Chairman: Any further questions on lighting before we carry this vote, Mr. Haggerty?

Mr. Haggerty: On what? Lighting?

Mr. Chairman: Carried?

Mrs. Campbell: No. Mr. Chairman. I'd like to ask a question on the certificates of mechanical fitness if I may.

When this matter first came up, I recall writing to the deputy because I felt that people were being lulled into a sense of false security by it. Since I haven't been practising law for a while and there may have been changes, I would like to know in price terms what now would be covered.

When this first came in, I had the case of a man who bought a car, which had a certificate; when he took it out on the highway, the motor fell out of it, which could have been a fatal situation. When it was tested in the courts it was stated that really all that was covered—and this was police testimony as well—were things like brakes, windshield wipers and that sort of thing.

I'd like to know whether we have made any advances since those days in terms of what is covered. I still am of the opinion, based on what I am told, that the matter of a motor falling out in the middle of a highway is really not considered to be a very dangerous situation.

It isn't the forgeries that concern me nearly as much as what you are entitled to know about your vehicle when you get a certificate.

Hon. Mr. Carton: Well, there is a list of criteria that Mr. Aiken could read to you.

Mrs. Campbell: What do they amount to?

Mr. H. J. Aiken (Director, Vehicle Branch): Mr. Chairman, it is rather a lengthy list, but essentially it is directed toward components or systems that are safety-related. Among the items on that list are such things as the body work, the lamps, the reflectors, the mirrors, the seating, glazing materials, the windshield wipers, the defroster, the lighting equipment operation, the steering column, the horn, the steering wheel for play and for jamming, the operation of the service brake, the operation of the parking brake, the front-end suspension for misalignment and wear, the steering linkage, the tires, the wheels, the hubs, the brakes—whether they are drum and disc or drum or disc—the friction materials of the brakes, the hydraulic and mechanical components of the brakes, the chassis frame and the underbody components, the exhaust and the muffler and the underbody components forming part of that system, the fuel system, the drive shaft, the U-joints, the aim of the headlights and the performance of the service brake.

Hon. Mr. Carton: You forgot to say the engine.

Mrs. Campbell: But the engine can fall out and nobody is responsible! Do you think it would be a rather unsafe condition if you had a motor that fell out in the middle of a heavily travelled highway?

Mr. Aiken: I think it would.

Hon. Mr. Carton: Surely you couldn't inspect those items and not have relationship to the mounting of the engine?

Mrs. Campbell: That's right.

Mr. Aiken: It would be unusual, I think, for any mechanic to have looked at that car and not found this defect that permitted the engine to fall out, as you say.

Mrs. Campbell: Well, the courts ruled in that case that it wasn't covered. And I go back to saying I'd rely much more on the log that you are going to bring into play. Isn't it possible with those certificates for even a top-flight mechanic to miss something, particularly in the alignment or the steering? Top-flight mechanics have told me that unless they are looking specifically for something after an accident, they could miss those things very easily.

Mr. Aiken: Well, it is difficult to excuse. It could happen, I suppose. Any professional could make a mistake, but it shouldn't happen. The system is designed to try to minimize that kind of thing, but it can happen, of course. But, if there is an examination of the engine compartment, and that's required, the kind of defect that would permit an engine to fall out should be observed.

Hon. Mr. Carton: We will include motor mounts, okay?

Mrs. Campbell: I think that is a very sound idea. Thank you very much.

Hon. Mr. Carton: That is your contribution, along with others.

Mrs. Campbell: You mean that's the only thing I've won to date.

Mr. Chairman: Item 5 carried?

Mr. Miller: You had my name down and you know it.

Hon. Mr. Carton: Can't you take a hint?

Mr. Miller: My minister is next. He has paid me to talk.

Hon. Mr. Carton: Filibuster!

Mr. Miller: No, seriously; this matter of the certificates of mechanical fitness is one that has worried a great number of people in the automobile business. In the main they are very much in favour of them.

They are against two things. They are the practice, as you know, of selling signed certificates without doing any test; and the practice of a number of dealers not to carry out fully the requirements of your certificate.

I'm afraid this is one of those unfair practices that bothers the honest dealer, because it happens a great deal. The thing I'm frightened of is that the pressure may get so great that you feel you have to carry out these tests through government-sponsored agencies. It has even been mentioned that perhaps government should inspect every vehicle, and I think that would be a great error.

I would suggest to you that since I think a 30-day time limit applies to these certificates, if I'm not wrong, that you should have the right to do a spot check, and should do a spot check on a sample of vehicles.

I don't care how you select the sample; I don't care how large or how small the sample is. Most certainly you would become aware of: (a) Dealers who may be suspicious;

and (b) Private sales, which would require a higher sampling rate than dealer-sponsored sales.

I would suspect that if you pulled some kind of a sample out and had them tested, you would very quickly reduce the percentage of deceptions. Simply the fear of having a spot check would make many mechanics now willing to sign a form reluctant to do so.

Hon. Mr. Carton: Thank you, Mr. Miller.

Mr. Chairman: Is item 5 agreed to. Agreed!

Item 6, transportation safety co-ordination and promotion. Mr. Riddell.

Mr. Riddell: Mr. Chairman, I would like to pursue further discussion on the matter of bus safety. My reason for so doing is that I'm being deluged with mail and calls from people all over Ontario, expressing their concern over young people who are riding to and from school on buses. As a matter of fact, I'm even to appear on open lines from here through to eastern Ontario on this very subject; so it must show that people are really concerned.

My colleague commented briefly on the topic of maintaining order on the bus. I would just like to elaborate further by saying that school safety patrol programmes, which I think were mentioned by one of your staff members here, such as are now sponsored by the Ministry of Transportation and Communications, have been demonstrated time and time again to be extremely effective in assisting the driver to maintain discipline, seeing to it that the children board and leave the bus in an orderly and safe manner, ensuring that students cross the highway safely, and in the event of emergencies helping the driver to prevent panic and possible further injuries.

This programme should be much more widespread than it is. I would hope that the Ministry of Transportation and Communications, together with the Ministry of Education, will undertake to establish such programmes throughout the province.

I would like to deal with the safety of the school bus itself. Have you ever had occasion, Mr. Minister, to ride in a school bus?

Hon. Mr. Carton: Yes.

Mr. Riddell: Then would you agree with me that, despite the fact that today in Ontario over half a million students travel to and from school by bus, and you intimated that figure yourself, buses are still as archaic and ill-designed as ever. Where the law

requires that private automobiles must be equipped with protective padded seatbacks, the school bus is equipped with a rigid steel bar that runs across the back of each seatback at just the right height to mutilate the face and teeth of a child thrown forward by a sudden stop or collision.

The law also requires that private automobiles be equipped with seatbelts. Now while seatbelts are probably not appropriate for school buses, due to the immature pelvic development of children, and due to the pragmatic observation that school children would probably not wear them even if they were provided, the passenger compartment can nevertheless be made safer. Padded armrests could be provided to ensure the child is restrained within the passenger area. And this feature should be combined with automobile dash type padding in the passenger area and on seat backs. The passenger will thereby be held in the passenger seating area, and the passenger seating area will be fully padded.

In this way the school bus passenger will have as much safety protection as the law now demands for a passenger in a private automobile.

In addition to these interior requirements, the structural design of school buses should be carefully laid down, very much as outlined in the standards drawn up by the Canadian Standards Association. I don't need to tell you about the experiments which were conducted where they purposely collided buses. They found the buses would collapse or the windows would fall out. If you were to take a look at the way the seats were bolted to the frame of those buses, it is no wonder that every time a bus collides everything just gives. There was nothing of a permanent fashion in the construction of those buses.

Now, one more observation and then I'll quit.

Mr. Sargent: You're doing fine. Keep it up.

Mr. Riddell: Unfortunately, it is a common situation in Ontario that school buses are often overcrowded to the extent that children must stand in the aisle.

Now I have had I don't know how many telephone calls this past weekend from parents who insist they are going to pull their children out of those buses. Those buses have a seating capacity of 52 passengers and are carrying as many as 76 to 80 passengers.

Now, I know why it is. It is because of the spending ceiling that has been put on.

They have pulled a lot of the buses off, and they are trying to double up. We are asking for trouble by having those students stand in the aisles. I can relate accidents that have happened in the States where buses collided and 80 per cent of the students who had injuries of one kind or another from such a collision were those who were standing in the aisles. I think that we have got to pass some kind of legislation restricting students from standing in the aisles.

I think I will end there.

Hon. Mr. Carton: I will get Mr. Aiken to remark on some of your observations; and I don't think anyone can find any fault with your remarks regarding the situation with school buses. We are all concerned about them. You are right about the overcrowding and the standing. This does relate to costs. The local boards are in charge of this, or have control over it. Perhaps Mr. Aiken can comment on some of the other points.

Mr. Aiken: It may be helpful just to look at it from the state of the art point of view. This concern, of course, is something that has been shared by the Canadian provinces.

Through the Canadian conference of motor transport authorities, an ad hoc committee was established some years ago to look at safer school buses. That committee developed a standard for the larger school buses—not the mini-vans—and the conference of ministers who are responsible for motor vehicle administration then directed that these standards be incorporated into a CSA standard. That is the D.250 standard that you mentioned.

That standard essentially addressed the matter of chassis and body requirements. This was intended to be sort of the square one approach; and the packaging was to be dealt with in the next phase. And I think when you think about it this makes a great deal of sense.

First of all it is necessary to ensure that you have a structurally sound bus before you begin to look at the interior and some of the modifications that are possible. Now in Ontario, as of the first of January, 1972, all the school bus manufacturers voluntarily adopted this standard. Ontario, along with the other Canadian provinces, began to pass enabling legislation. Now the time of course varied as the time of the sitting of the Houses in those provinces varied.

Ontario, having passed that enabling legislation, will now promulgate the necessary regulation. But in the meantime, the standard is being met voluntarily.

There are other standards under development. In the United States, the Department of Transportation arranged for one of the large manufacturers to design and build a safe school bus. It was the optimum. Its costs rules out its general use, but it provided a great many useful ideas for future standards. These included braking performance, window retention, and packaging—that is improved bus seating and passenger protection.

It is expected that the seating standards will be adopted in the US at a very early date. Following that we can expect to see them as part of Canadian motor vehicle safety standards. As such they will become federal standards.

I think this makes good sense when you consider these would be international standards since there is a movement of school buses back and forth across the border. In addition to this the CSA, through a series of committees, is looking at the smaller bus and attempting to establish standards for the less than 24 capacity, that is less than 24 seats in a bus.

The ministry is also involved at this time in a programme with the North York school board. They are preparing a state of the art report, and it is intended to explore the CSA standard and its relationship with the buses in use.

It would be difficult, if not impossible, to simply junk all the school buses on the roads of the province so this inquiry is directed to the possibility of some kind of useful retrofitting, some method of upgrading the existing buses. We should have some information, I would think, within a very few weeks.

Mr. Riddell: I am elated, Mr. Chairman, that strides are being taken. My only comment is that from a cost standpoint you can't put a price on a human life. If it is going to cost money to put safety features in buses, well then we are going to have to go that route because we are transporting a cargo that you certainly can't compare to a truckload of cattle or a truckload of grain.

Mr. Chairman: Anyone else on item 6?

Mr. R. F. Ruston (Essex-Kent): On the bus; I would like to ask about the school buses on long trips. Some of them come in here, some from my own area, and I'm quite concerned about whether these vehicles are really built for highway use at 60 or 65 miles-an-hour. To me they are more or less just a box.

I agree with the member for Huron that their construction is far from satisfactory for

heavy use. I don't think they compare at all with the highway buses of Greyhound and other big buses as far as construction is concerned. I'm quite concerned about 60 or 70 children in one of these buses on Highway 401 travelling at a high speed.

If you notice on some of the large buses they have a single wheel behind the duals in case of a blow-out. It is not only used for that purpose, but it serves for that purpose. I was in a school bus once when they had a blow-out on a rear tire on Highway 401. This is what concerns me, whether these buses really should be transporting people on the highways at high speeds.

Hon. Mr. Carton: My understanding, Mr. Ruston, is that the basic structure which you are concerned about is the same as a truck. The basic structure is sound. It is the interior that is different. The chairman used to operate a school bus operation, so I have it on good authority.

Mr. Ruston: Does he think they are as safe as the large highway buses we see on the road every day?

Mr. Chairman: No, I wouldn't go that far; because you have a different braking system on the highway coaches compared to the school buses. The chassis before the body is built on is very similar to a truck chassis. There is very little difference.

Mr. Young: The body is different.

Mr. Chairman: The body is different, right. Anyone else on item 6. Item 6 carried.

Vote 2205 agreed to.

On vote 2206:

Mr. Chairman: Mr. Yakabuski, on item 1.

Mr. P. J. Yakabuski (Renfrew South): Mr. Chairman—

An hon. member: You are out of order!

Mr. Yakabuski: Mr. Chairman, thank you. I wanted to vacate the chair to discuss some things under item 1, vote 2206, of the Ontario Highway Transport Board.

I might mention that on many votes I felt like leaving the chair when I had a word to say, or perhaps a contribution to make. But on this one I could not refrain any longer, because in my opinion—

Mr. Young: You are in for it now, Mr. Minister.

Mr. Yakabuski: It is matter that is causing as much concern across a great part of this province as is perhaps our energy crisis and the cost of food. It is the cost of moving goods across Ontario.

Very often the members representing areas of northern Ontario have voiced their concern, and rightfully so. But I think that many people who are not directly affected do not realize that almost the same conditions prevail in a great part of rural Ontario.

I think when you get out of the 50-mile radius of the Golden Horseshoe, we are paying virtually as much to move goods as they are in northern Ontario.

It's a matter that has concerned me a great deal, because we know that most things, and you can take many commodities, have increased by 300 per cent, or three times since World War II. That is the average.

But when we talk about the movement of goods, we are talking about increases that are in many cases much more than 10 times.

We know that the wage of drivers has increased considerably. We'll grant that. We know the cost of the vehicles hauling this merchandise has increased considerably, perhaps three and maybe four times in some instances. But the cost of moving the goods has increased 10 or more times, and I think this is partially due to the fact that the trucking industry or the transport industry of this province no longer has to come to the Ontario Highway Transport Board to request permission to increase its rates.

If I recall the history of rate requests in this province, I think that prior to about 1960 or 1962 the trucking industry or the transport companies at that time came to the Ontario Highway Transport Board, because it was mandatory that they request permission to increase rates.

At that time, in the early Sixties, someone thought—perhaps rightfully so at that time—that the whole thing should be thrown open and that the competitive market would take care of the situation. Therefore, on or about that time it became no longer necessary to apply to the board for permission to increase.

I understand for the last 10 or more years that the trucking industry or the transport industry has only to file their new rates with the Highway Transport Board.

I feel, Mr. Minister, that the situation has become so desperate, so critical, that today I want to plead with you to have your

people look into the matter with all possible haste.

I would ask you to consider seriously making it mandatory again for the trucking companies, the transport industry, to apply for rate increases. As it is, they only file their new rates with you.

I think what has happened really is this: When you're not compelled in any sense to run a well-managed and efficient operation you don't. And I think because they have had a free hand they've had no real compulsion to try to develop or to run a well-managed, efficient operation.

They know that even if their vehicle is going to cost a little more money; if they are going to pay more money for fuel; and if they're going to pay more money for wages all they really have to do is go to the board and have those new rates approved. I think if they had to show the board that they really needed those increases, if they had to prove to the board that these increases were really necessary, then I think that we would be arresting a situation that's completely out of hand.

I'm just sorry that I don't have some of the information that has been presented, or shown to me over the last two years in the way of billings. Because I was absolutely shocked to see some of them. Of course, you can take these matters up with any of the transport companies and they always seem to have some excuse, or some reason for this very high billing. Various goods are classed in different categories and so forth, and it seems they always have a way to get out of it.

But it's a very serious situation. I think I speak for a lot of people in southern and northern Ontario when I say this, because these costs are, of course, passed on to the consumer. And the costs are substantial. The increases cannot be justified; they are so far beyond any of the other average or normal increases in various goods and services that have taken place during the same period.

Again, Mr. Minister, I want to plead with you to take early action to correct this situation. Now perhaps you or some of your staff, can enlighten me further. But I'm speaking on this matter from where I stand and on the basis of what I've been shown.

Hon. Mr. Carton: Without saying no to you, Mr. Yakabuski, I think perhaps we will let Mr. Shoniker give you the benefit of his considerable experience. He's one of the first members of the board and has been part of

the whole history. Perhaps Mr. Shoniker could enlighten us as to his views on the subject. As I say, that's without prejudice to your request that it be looked into with dispatch.

Mr. E. J. Shoniker (Chairman, Ontario Highway Transport Board): Mr. Chairman, hon. minister, and hon. members; the question of rate fixing, rate filing, or rate, let us say, stabilization in the Province of Ontario, has been one that really, as far as the movement of goods is concerned, only became part of legislation in 1961 and 1962. Prior to that time the movement of goods on the highway for compensation was never regulated. It was a freelance sort of an operation where a carrier charged what he liked, when he liked, how he liked.

In 1961, proposals were set before the government in respect to rate control within this province. Presentations were made. Representations were made by various groups, and as a result of those representations the government decided the best solution to the problem would be to have rate filing. This is a system whereby each carrier having more than four pieces of equipment would file his rates with the Ontario Highway Transport Board and those rates would be in effect for a period of not less than 30 days.

Also, those rates would be available at various places in the Province of Ontario for scrutiny so that any person, whether he be a trucker or a member of the public generally, shipping or receiving, could go and scrutinize those rates and find out whether or not the rate he was paying was a comparable rate with the rate charged to his competitor down the street.

That was the purpose of the legislation. There never has been any jurisdiction over the carriage of goods, as far as rates are concerned, within this province.

There has been for passengers. The Public Vehicles Act was promulgated, I believe in 1927. Since that time, the governing of rates for the carriage of passengers under the Public Vehicles Act has been under the jurisdiction of the Minister of Transportation and Communications, formerly Transportation and formerly Highways. The minister has the right at any time, of course, to reject any fare that is filed with the department in respect to the movement of passengers on the highway.

Mr. Sargent: Hold on one second, Mr. Shoniker.

Mr. Shoniker: Yes, but may I just finish it, please?

Mr. Sargent: At this point though, you state that they set their own rates

Mr. Shoniker: That is what I said.

Mr. Sargent: And who scrutinizes the rates?

Mr. Shoniker: Nobody scrutinizes. We accept the rates at the Ontario Highway Transport Board and make sure those rates are charged for a period of time, as long as they are filed with the board.

Mr. Sargent: Do you never question the rates?

Mr. Shoniker: We have no authority to question them, sir. All our legislation allows us to do is to accept the filing of rates. We have no jurisdiction to set rates under the present Act.

Mr. Sargent: What do you do then?

Mr. Shoniker: We accept the rates. The rates are filed with the Ontario Highway Transport Board. We make sure those respective rates are charged throughout the province.

Mr. Young: The theory is that competition will regulate the rates and it doesn't do it.

Mr. Sargent: They have a blank cheque then?

Mr. Shoniker: They have a blank cheque for a period up to 30 days. Once they file their rates they must charge those rates for a period of 30 days. If they wish to change them they must give 30 days notice.

Mr. Sargent: So every 30 days they can change their rates; conceivably?

Mr. Shoniker: Every 60 days. Their rates are in effect for 30 days and then they have to wait another 30 days before they can file new rates.

Mr. Sargent: Unbelievable! Go ahead, Mr. Yakabuski.

Mr. Shoniker: I am sorry, if I may get back to you, sir.

At the time this legislation was presented there was heavy opposition by various organizations that represent the shippers and the receivers of goods in this province. Over the period of the years since 1961 and 1962, the Ministry of Transportation and Communications, I know, have conducted several research efforts in this area of possible rate control; and the board has as well. There seems to be a very strong objection to rates being fixed by the Ontario Highway Trans-

port Board or by anybody else in the ministry. I may say that the Canadian Industrial Traffic League and the Canadian Manufacturers Association, I believe, would probably be the first people to voice an opinion with respect to this.

Mr. Yakabuski: I might say, Mr. Minister, that Bell Canada almost yearly goes to the federal government with requests to increase their rates. Every year this is very closely scrutinized. I think this past year the cabinet at one point put a stall on their application.

Hon. Mr. Carton: We intervened on that.

Mr. Yakabuski: The federal cabinet gave it very intensive review and finally gave them the rate increase they requested, or almost all. That's the kind of investigative scrutiny I would like to see at the level of our Ontario Highway Transport Board when it comes to any of the transport companies in Ontario seeking rate increases. I realize, sir, that this has to be government policy.

Mr. Shoniker: I haven't got the jurisdiction, sir, you and your conferees have. I haven't got it, but you certainly have it.

Mr. Yakabuski: This is why I have been pleading with the minister, but perhaps you have further to add.

Mr. Shoniker: That's about all, sir, that I can add; except that over the years we have done our best to regulate rates, in this respect that we make certain the rates that are filed are the rates that are charged. We can assure you of that.

We review carriers from time to time throughout the year. When they charge rates other than the rates they have filed with the board, from time to time we bring these people to task. That's the extent of our jurisdiction.

Mr. Yakabuski: Perhaps this wouldn't be a fair question. Sometimes when you and your board see these new rate filings, do you blink your eyes at all?

Mr. Shoniker: I sometimes shut them!

Mr. Sargent: Don't vote that way.

Mr. Chairman: Mr. Sargent.

Mr. Sargent: Mr. Chairman, I think that we in the Liberal Party are going to make Paul a Liberal senator, for what he is doing here.

In Owen Sound we have no rail service—

Mr. Young: Yakabuski, the new socialist!

Mr. Sargent: We have no rail service, Mr. Chairman, and we are at the complete mercy of these truckers.

Mr. Young: I thought you believed these problems are solved by competition!

Mr. Sargent: This is not only a two-edged sword they have; they have a PCV monopoly control and they can write their own deal. We have been paying through the nose for God knows how long, and after all these years in this business I didn't know this. I guess because you are in business you found it out.

Mr. Minister, I want to say that this is a glaring, catastrophic thing you are doing to people in our area. You won't give us any train service; we have nothing. We are at the complete mercy of these bandits.

I think we should make them show cause why their rates should be such-and-such, and we should also think about having a toll system on our roads. It has got to a point now that when you drive your car on the American highways and drive your car in this province—anybody who owns a car is a second-class citizen because these trucks have taken over. The big tandems, the piggy-back deals just crowd you off the road. Where do we come off? The thing is that—

An hon. member: What's the point?

Mr. Sargent: I'm sorry. I think you should bring in a motion, Mr. Yakabuski, if you are going to get some action from the minister; I know that sure as hell I can't get any action from him. Make it a show-cause deal, how these rates come into effect, how they can justify them; and hold the deal over their heads that if they don't they will lose their PCV licence. Bring them back into line that way.

Hon. Mr. Carton: Would it shock either one of you if I told you that the truckers themselves want them regulated?

Mr. Sargent: Up or down?

Hon. Mr. Carton: You seem to be thinking that they are the bandits. Would it surprise you that, in fact, they made representation to me at the last ATA meeting that they want them regulated? It is not a case of them being the bandits.

Mr. Sargent: They write the rates, don't they?

Mr. Yakabuski: I realize they are in a rut and they want help too.

Mr. Young: Too many trucks in the business.

Hon. Mr. Carton: I find it sort of anomalous, sort of ironic, that the people who are supposedly overcharging, if one can believe the hearsay evidence presented at the committee, in fact themselves want the rates regulated.

Mr. Yakabuski: I sort of partially resent that hearsay bit.

Hon. Mr. Carton: I thought that escaped you.

Mr. Yakabuski: I have been looking at some transport billings and CNR billings and I am going to tell you, they are real shockers; real shockers. It costs approximately \$19 or \$20 to move a \$189 freezer from Guelph to the Ottawa Valley; and that's just one item. I am just giving you one item. You can go on down the line.

Mr. Young: Mr. Chairman, is this because, in part, the trucking industry, since it has been allowed to sort of write its own ticket, has proliferated to the place where it is inefficient in the sense there are two many truck lines? Therefore they are running at partial load, and therefore in order to absorb the total cost on an industry which has overexpanded you get the high rates?

Mr. Yakabuski: I don't know if they have overexpanded but they have certainly become inefficient, because they have no reason to become efficient. There is no need to be efficient. If you can ask for more money all the time you are not inclined to be efficient.

Mr. Sargent: Mr. Minister, do you say—

Mr. Young: The competitive factor doesn't come in to it at all?

Mr. Yakabuski: You go back to the till every day; or every 30 days or every 60 days.

Mr. Young: This means there must be some agreement on rates among the various trucking companies. Is this the case?

Mr. Yakabuski: They may vary some, but virtually they are the same.

Mr. Young: There is no competition among them on rates?

Mr. Yakabuski: They are taking about the same money. They are guided a bit by the railways. They are guided a bit by the railways, and as you know in many instances it costs more to move LCL merchandise by rail; it costs more than by truck.

Mr. Chairman: Mr. Newman.

Mr. W. Newman: Yes Mr. Chairman, through you to the minister and to the chairman of the board: Do you find that in the filing of rates—you must have had a look at it across the province—the competition basically tends to keep the rates in line or not?

Mr. Shoniker: Yes; I would say the competition in Ontario certainly keeps the rates in line. But the justifications for increases in rates, of course, are based and founded on many problems that face the trucker.

I am not the chairman of a trucking board, I am the chairman of a public board and it is not my responsibility to protect them. But I am saying that the increase in wages alone during the last year, the increase in gasoline costs during the last six months, certainly as far as the trucking industry is concerned, has placed it in a position where unquestionably it has to look at its financial position. And when you say—

Mr. Sargent: Why is a PCV licence so hard to get then?

Mr. Shoniker: If I may answer that in a minute.

When you say the industry is going about and writing its own ticket, this is not quite true. The industry is well controlled. As a matter of fact, I think without dispute we have the finest trucking industry in Canada, right here in the Province of Ontario. Maybe our rates are undesirable to some, but our rates are comparable to the rates charged in other provinces. There is rate control in the Province of Quebec, and the rates in the Province of Ontario are comparable with the rates in the Province of Quebec, even though they are controlled there.

Mr. Yakabuski: Mr. Minister, I had no thought of trying to bring those rates down, because I think they are there and you have to live with them. But what I wanted to try to do or what I hope would be done, is control them so the rates don't gallop ahead like they have in the past three or four or five years. I think there has to be some check.

Mr. Shoniker: May I answer the hon. member as far as it being hard to get a PCV licence?

Mr. Sargent: Yes.

Mr. Shoniker: I don't think they are too hard to get.

Mr. Sargent: I have had dealings with you, sir, I know they are.

Mr. Shoniker: Oh have you? I don't—

Mr. Sargent: In fact, you are regarded as a pretty tough cookie to get along with.

Mr. Shoniker: I don't recall you. Well, I don't doubt that. I guess I am. I don't remember you appearing before the board, sir. You may have.

Mr. Sargent: I couldn't do that.

Mr. Shoniker: Oh I see.

I don't remember you appearing before me, and when you say I was a tough cookie, I can't remember the occasion, but if you refresh my memory I will try to justify myself.

Mr. Sargent: It was a hopeless cause anyway.

Mr. Chairman: Shall item 1 carry?

Mr. Sargent: I want to hear about PCV's; go ahead.

Mr. Chairman: Do you have more to say, Mr. Shoniker?

Mr. Shoniker: That's all; that's it.

Mr. Sargent: You say they are easy to get?

Mr. Shoniker: Oh, no, I don't say they are—I am sorry, may I finish it?

They are not easy to get. They are like everything else. The applicant must prove public necessity and convenience. And we try very hard to be fair, to weigh the evidence for and against, but like any other proceeding today it becomes a matter, I suppose to some extent of litigation.

There are those in favour of the application; those against it. Had you scrutinized the board's last annual report for 1972, you would have found a greater percentage of applications granted than denied.

I would suggest that we make available to you—I imagine it has already been made available to you—the annual report for 1972. I think you will find that we are not quite as tough as we are painted.

Mr. Chairman: If I might interrupt this conversation, that comes in the next vote, Mr. Sargent. Could we pass item 1?

Item 1 agreed to then.

Now we are dealing with PV and PCV licensing. Do you have some more questions on that, Mr. Sargent? Any more questions on that item, Mr. Sargent?

Mr. Young: Mr. Chairman, I just want to quote a section of last year's Hansard for the benefit of the minister, if I may.

Hon. Mr. Carton: Go right ahead.

Mr. Young: I have for some years, as some of the people around these tables will know, been talking about illegal leasing in the province. And last year, if I can quote from a speech, or at least a statement, of Mr. G. R. Carton; and I am simply using part of it:

I do have the report now in my hands, the report on illegal leasing.

And then he says:

This matter of illegal leasing was one of the priority items when I took over this ministry, in this particular area. There are all sorts of A-priority items in many areas in this ministry, but this was one of the A-priority items.

I agree with you that legislation is required. It will be brought in; but I don't want to go any further than that during these estimates. I do agree with you wholeheartedly.

Hon. Mr. Carton: We have been meeting with the industry and that is before policy group.

Mr. Young: "Well then, I take it for granted, Madam Chairman, that I will not have to bring this matter back in the estimates of 1973?" That's Mr. Young.

Hon. Mr. Carton: Just to congratulate me.

Mr. Young: I would like nothing better, Mr. Minister, than to congratulate you upon a very significant job accomplished once this thing is finished.

Hon. Mr. Carton: As I did on your presentation. It was excellent.

Mr. Young: All right, I promise to congratulate you, Mr. Minister, if we have the results.

Now I simply, without comment Mr. Chairman, quote this from the minister's comment.

Mr. Jessiman: It will be in 1974 now!

Hon. Mr. Carton: In the intervening time we have been meeting with the three or four groups, not only the trucking industry but the Canadian Industrial Traffic League and the CMA. This legislation is now before the policy field.

It is unfortunate that my estimates are over. If we were to wait another month or so I would hope that you would be able to congratulate me.

Mr. Young: I will congratulate you in 1974!

Mr. Chairman: Shall item 2 carry?

Mr. Sargent: Before we leave that, what are you going to do about the fall submission?

Hon. Mr. Carton: I had a request from the ATA to regulate rates, which to me is indicative of their position. I'm going to have a look at it, quite candidly.

Mr. Sargent: Are you going to regulate rates?

Hon. Mr. Carton: I won't say I'm going to regulate rates because that would be government policy. But I think in view of what Mr. Yakabuski, yourself and others who have spoken today have said, and in view of the request by ATA themselves, I think they should have a look at the merit of rate control.

Mr. Sargent: Rate control by whom?

Hon. Mr. Carton: It would have to be rate control by the ministry.

Mr. Sargent: Good!

Hon. Mr. Carton: But again, that is government policy and I'm not saying it will or will not be brought in. I will have it studied.

Mr. Sargent: Mr. Yakabuski will leave the party if you don't.

Mr. Chairman: Does item 2 carry? Carried!

Item 3? Carried!

Vote 2206 agreed to.

Vote 2207 agreed to.

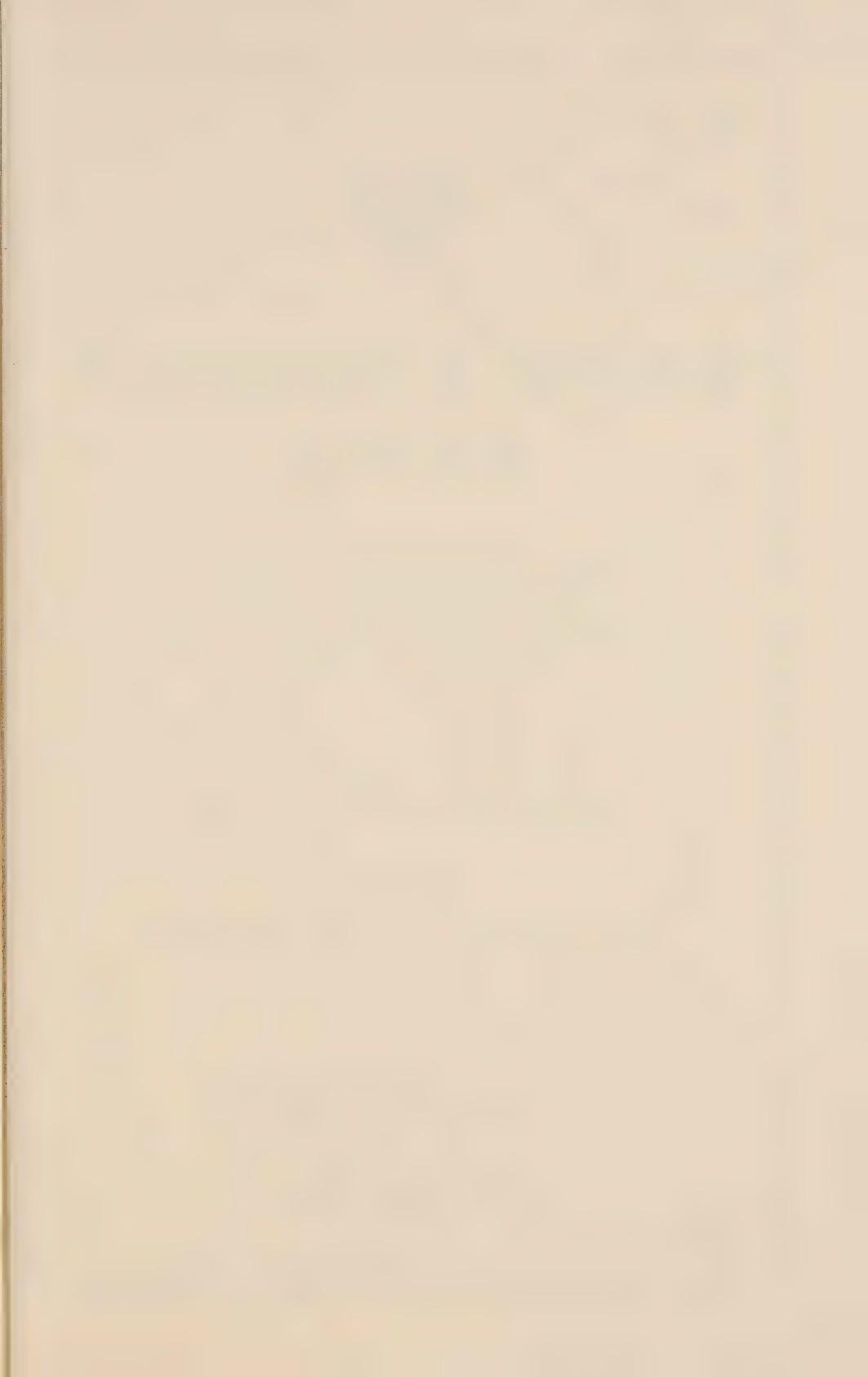
Mr. Chairman: This concludes the estimates of the Ministry of Transportation and Communications. This committee will now adjourn and will meet at 8 o'clock, when we will have the estimates of the Ministry of Industry and Tourism before us.

The committee adjourned at 6 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Industry and Tourism

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT – DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Monday, November 12, 1973

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973



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(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

MONDAY, NOVEMBER 12, 1973

The committee met at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF INDUSTRY AND TOURISM

Mr. Chairman: The committee will come to order. We are tonight about to discuss the estimates of the Ministry of Industry and Tourism. Prior to going into the votes and the items one by one, I'm assuming the minister has a statement to make.

Hon. C. Bennett (Minister of Industry and Tourism): A very brief statement, Mr. Chairman, just to summarize some of the events in the last year, which has been rather an intensive and active year in the ministry. This came about, really, as a result of COGP and some of the changes that were brought into being as a result of that report.

In addition to that, I think most members will recall we had exploration teams that were established to do a complete review of the programmes the ministry had been involved in, as to whether they were really producing the effective results that should have been coming forth from this ministry, or whether there should be some new directions taken by the ministry.

As a result, we have spent a great deal of time in the last eight or nine months in particular doing an assessment of those reviews and we have now come to a position where we will shortly—and I hope this week some time—make the announcement regarding the reorganization of the ministry and the establishment of some of the new branches and sections that will report to the ministry.

It's been a rather productive year in changing some things in the development corporations as well. ODC and NODC, of course, are two that have been established for some period of time—and we brought EODC into being this year. With it, as a result, we brought in a new board of directors for the Eastern Ontario Development Corp. We have also made some rather major changes to the Ontario Development Corp., which is

basically to serve central and southwestern Ontario.

In addition to that, in reviewing some of the loan programmes we were concerned that the tourist loan programme, in particular, was not serving the industry as well as it might. So, on June 8, as you will recall, there were some rather extensive or drastic changes made to the programme—and a new programme implemented at that time. I don't think it's necessary that I go into all the details at this point.

But as we went along we were convinced that the performance loan programme—which had had some criticisms over the years that it really was a giveaway programme—didn't maybe serve positively the purpose for which it was established, so we brought in the new Ontario business incentive programme. We think this will likely overcome the shortcomings in the performance loan programme. We think it has the characteristics that will encourage people to establish new operations and expand operations in the areas of the province that are most essential.

Ontario Place: We appointed a new board of directors and changed it from a ministry operation to a Crown corporation. I think some of the results that we have seen in the last few months indicate that at least it has turned the corner and is heading in the right direction.

Tonight we are requesting total funds in the amount of \$64.9 million, which is an increase of about \$2.7 million over last year's budget. To be honest and truthful with you, the true picture is not quite as it appears because there has been a reduction of \$2.8 million in funds required for Ontario Place that had been provided in the previous year. This results in an overall increase in the operating of the programmes of the ministry by about \$5.5 million.

Very quickly, Mr. Chairman, that pretty well sums up the activities of the ministry—the general administration, \$260,000; industry, trade and tourism development, \$3.75 million; and incentive programmes under Ontario development, \$1.5 million. This gives us about \$5.5 million that I spoke of as

the new increase in the appropriation for the ministry.

I think that pretty well sums it, sir.

Mr. Chairman: Thank you, Mr. Minister.

Mr. Sargent, you are spokesman for the Liberal caucus, I presume.

Mr. E. Sargent (Grey-Bruce): Yes.

Mr. Chairman: Have you a statement at this time on behalf of your caucus?

Mr. Sargent: A few remarks, Mr. Chairman, in view of the time limitations set upon me by my whip to review these estimates involving, as the minister said, about \$65 million—up \$2.7 million; or he needs—\$5 million more. I'll try to restrict my opening remarks to a minimum, which I hope will give us more time for a dialogue with the minister and his aides.

Being a witness to the exploration programme, I think this is on the credit side of the ledger, Mr. Minister. I pay a tribute to you for at least making the appearance of getting on with the job of learning about your department, and of finding out on your tour of the province—this in my parlance as a salesman is beating the bushes—to get the public thinking about the industry in Ontario.

In the areas of tourism and industrial development needs, the political side of the whole fabric has been, in my mind, a very important part of the deal over the years to those of us who have tried to cope with the government in this area.

I say this is to your credit. Even your boss is finding out that it is important to discover what the people think and not what the establishment thinks on Bay St. here.

Just what you found out, Mr. Minister, in your travels, only you know. But I can surmise that you got an earful. Maybe Freddie did, too.

But to get into the area of concern about jobs in industry, jobs in the catering business and jobs in the resort areas. Basically, jobs, jobs, jobs is what the whole department is concerned with.

In areas that provide revenues from taxation, you get \$35 million in revenue from tourism through room tax; you also receive about \$64 million in taxes on food from the catering business. Yet you return only about \$2 million in loans. At least, that is your past performance. There have been niggardly loans to the tourist industry.

In the area of industrial incentives and development programmes the equalization of

industrial opportunity programme was not equalization of industrial opportunity. It was a political fund, a slush fund for political purposes, set up by Bob Macauley. He handed millions of dollars, offering interest-free loans, forgivable up to six years, to firms in designated areas.

However, no criterion for designation was ever published. No one ever knew where the designated areas were. You had it all your own way in giving and doling out millions of dollars as you wanted to with no formula. So last year or this year, under this very questionable practice, you got rid of \$29 million this past year.

But this has been scrapped. Now you have no forgivable programme, and I commend you for that. This year you have a new formula. You have set up three areas, I understand, in the province—north, east and west. North is to get 90 per cent; east is to get 75 per cent, and west is to get 50 per cent, in loan financing.

Now I have no objection, Mr. Chairman, to the north, to Timmins or Sudbury or North Bay getting 90 per cent, not a bit. I have no objection to Cornwall or the east getting 75 per cent, not a bit. No one has. These are the have-not areas. But I strongly object to putting Owen Sound or Windsor on the same footing as the city of Toronto. This is completely unacceptable. Putting industrial commissioners in Owen Sound or Windsor or Galt or Guelph, on the same footing as Toronto is completely unacceptable and I would like to have some dialogue about that.

One of my major concerns, as a citizen of this province, is that 64 per cent of the jobs, Mr. Minister, in Canada and in Ontario, are provided by the small business entrepreneur who gets the back of the hand from governments. I don't say only from you; from Ottawa, too. In the mainstream of the Canadian business world they provide 64 per cent of the jobs, and they provide over 60 per cent of the tax revenue for governments. Our main thrust from the department is to large concerns—many of them US-controlled, many of them in the excess profits brackets—who need no help.

We watched helplessly in the past, watching the US take over our economy and lending them the money, forgiveness free and tax free. We should, and must, change our course and stress the need to strengthen the small business operator.

There is a definite shortage, Mr. Minister, of Canadian-controlled enterprises in Canada. While large enterprises usually have a large degree of foreign control, most small enter-

prises are Canadian-owned and controlled. The proliferation of small Canadian-controlled enterprises in new areas of manufacturing and service is something that no one can disagree with, and should be very good for our province.

The sectors of the economy that have been neglected are the light and heavy manufacturing and service industries, both domestic and export. Areas that do not need help are the areas of real estate and natural resources; financial institutions don't need help. Neither does the motion-picture industry. But we must get into light and heavy manufacturing and the service industries, both domestic and export. Small businesses in the area of \$2 million in sales, or \$200,000 after-tax profit, comprise the great enterprises of tomorrow.

These are most beneficial, Mr. Minister, to the economic system in that they are non-monopolistic. Find new products and services overlooked by the larger enterprises and steal men from larger companies who are not receiving the proper recognition. Most important, they innovate—they have to innovate to live.

I feel that should be one of the main thrusts of this new minister if he is going to do a meaningful job for the business economy. The main fabric of our economy is the small entrepreneur.

Before getting into the magnitude of neglect in this whole department in the past, I'm aware of the intent of the minister to sweep with a new broom. I have read in the May, 1973, issue of the magazine called *The Professional Host* an article with a big picture of you entitled: "A Rosy Future—The Reasons for Optimism," by Claude Bennett." Here is the picture I got from that.

I know, I think, the catering business. I have a hotel. I published a motel magazine for a number of years. I know what the trade thinks of this department. You are shooting with a shotgun. You're saying, in effect: "I've got the answer for everything. Your troubles are over." The magazine says you're going to upgrade the tourist plant. That's good wording. It covers a lot of sins, but how are you going to do it? You're spending more money with your advertising agency than you are in loans to the tourist industry. That's a fact. More money is spent in advertising with an agency than you're giving in loans to the industry.

What are they going to do in New York State? They're going to admit that the major long-range problem of the tourist business

in this state is the obsolescence of many facilities, both public and private. You must have found that, Mr. Minister, in your travels. I quote:

What are they going to do in New York State? They're going to work out the implementation of a tax incentive on a guaranteed loan programme for expanded and rehabilitated tourist facilities.

They find that there is an increase in business by the large luxury hotels—we know that—and in campsites, and the recreation vehicle business. But cottages, resorts, small resort hotels, were getting less business because of the change in the travelling habits of a more affluent public—they don't want to go to second-grade places any more—and a decline in quality of accommodation in the smaller resorts. I would be interested to hear what you found in your travels, Mr. Minister, in this regard.

In a subsequent news release, you are still shooting with a shotgun. You're going to build domed tennis courts in different areas of the province. These are the kind of things that people can't buy.

You go on to say you're going to give matching grants to tourist councils. Is this still available?

Then your minister boasts about 16 different trade centres around the world. Any businessman with any horse sense would know that you don't have duplication in 16 markets. We have the federal people there in every market they're in. Why can we not have a liaison, then, and work together with them? We're still all Canadians.

But this spending of \$1 million in this grandiose scheme to have offices in Bangkok, or Tokyo, and where the hell else do you want to go—just pick a number out of the hat and you'll go there for a junket. We're still Canadians. We should get together and synchronize and have liaison with the federal government in their trade offices.

Your exploration team was good here. But you're sending these exploration trips to southern Ireland and Mexico. Mr. Minister, all this hocus-pocus makes it hard for those in the tourist industry to understand why people in government can't run a government like you run a business. It's just plain horse sense. What good is all this international promotion if the tourist plant, in your terminology, is falling down? You know it's second-rate and I know it's second-rate.

In summary, I believe that the reason is that you're taxing it to death. In Ontario we are paying the highest taxes on food on

the North American continent. That's a fact. And you won't provide the small entrepreneur with the capital to restructure. I say in summary, Mr. Minister—and I've given you marks for blazing new trails—that this department can be a great stemwinder for business. We have the greatest product to sell in the whole world right here in Ontario. We have our own acres of diamonds, as it were, if we only realized its potential. I thank you.

Mr. Chairman: Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): Thank you, Mr. Chairman. I too am going to be guided by the constraints that are imposed upon us by the clock and the calendar. But there are a few things that I feel obliged to say in my opening remarks, to get a response from the minister.

I want to join with the member for Grey-Bruce in commanding the minister for getting out into the hustings and finding out where it's at. I had hoped that he would make, in his opening statement, some remarks on his impressions of what he saw and what he heard and what he proposed to do about a lot of the problems that were brought to his attention.

I had the privilege of spending a part of three days with the minister while he was on his tour through the northwestern part of the province. About the only criticism I can find of the minister was—I won't say he was too frank—that he was very abrupt in answering a good many of the questions that he was faced with. I think he did in large measure give honest answers to the questions that were posed to him. I only hope that as a result of the tour throughout the Province of Ontario he will set up a greater or a more effective liaison with other ministries within government.

As you well know, a good many of the problems that were brought to your attention had a direct bearing on the tourist industry but would be more properly addressed to other ministries. They look to you to effect that liaison with other government ministries and agencies in order to enhance the business opportunities in the tourist industry and to some extent lead the way, or at least show the way, for many of the municipalities for which we're trying to attract more tourist dollars to their areas. I do commend the minister for having taken the time to tour through the province. I do hope he has learned something from it and that positive and concrete action will be taken as a result

of that direct dialogue with people out in the field.

I don't know to what extent, Mr. Chairman, that the minister is directly involved with or heeds the warnings of the tourist industry. When I say "the tourist industry" I'm dealing specifically with northern Ontario. The mouthpiece for northern Ontario is NOTOA, the Northern Ontario Tourist Outfitters Association which publishes a little booklet called *The Tourist Outfitter* on a regular basis. I want to quote briefly from the February, 1973 issue of that publication, where they are reacting quite briskly to an announcement made by the Premier (Mr. Davis). I quote:

The Davis government seems determined to bury the Ontario tourist industry. The latest episode in that direction occurred in Sault Ste. Marie on Jan. 16 when Premier Davis announced that Ontario residents would have one week of hunting before non-residents were allowed to hunt in Ontario. If such a regulation had been in effect to conserve the fast diminishing moose population, we could have had no quarrel with it, but it was not, and it can only be labelled as political appeasement at the expense of the northern Ontario economy.

I happen to disagree most vehemently with that statement. But this is a good indication that your ministry hasn't liaised effectively and properly with the mouthpiece for the tourist industry in northern Ontario when they can make a statement like that about the Premier of the province without any reaction from this ministry which is responsible for tourism in the province. They say:

Maybe this is the reason that his politicians refer to the Davis government rather than the Ontario government and they are saying, "Wake up, Bill Davis. It might be getting later than you think. Many of your supporters are fast becoming disenchanted with your regime."

From the first days that I entered the Legislature we used to have people from the tourist sector come in and make representations to our resources development committee. That forum is no longer available to them. I think you should reinstitute that policy where different groups can come from different areas of the province with problems that directly relate to your ministry and to the tourist industry; give them an opportunity over a period of possibly two days or as long as it takes to make their feelings

known to your personally, to other personnel in your ministry, and calling in other ministries of government which have direct bearing on the tourist industry. I think, as I recall, this was a very useful forum for them and I don't know why on earth it was discontinued.

As a matter of fact, the member for Fort William (Mr. Jessiman) was the chairman of that committee and I am sure he realized how worthwhile it was. It gave them an opportunity to come down here to vent their feelings and to indicate where they thought improvements could be made. You have taken that forum away from them. I think you should give it back.

In running over this mountain of press releases that come from your public relations branch—I do save them all and go over them from time to time—there were three of them dealing specifically with the craft industry which caused me a little bit of consternation. It was because, coming from an area with a high population of native people, I was concerned that you had seen fit to undertake a series of shows across the province.

I see there was one here in Kenora, which was part of a programme of guidance from the office of design in the Ontario Craft Foundation to extend recognition to Ontario craftsmen. As I travel through the northern part of my riding, there isn't an Indian village I visit which hasn't got a craft industry going. If it were not for people flying into these communities on an intermittent basis, they wouldn't have an outlet for that craft. Most of it is seen as of the best quality and it shows great imagination and a great use of the resources they have on their own doorstep, such as fur, leather, diamond willow carvings, and craft work generally made from what people find in close proximity to those communities.

Wherever I go I am told that the craft industry could contribute greatly to the viability of many Indian communities if they had an opportunity to market their craft in a businesslike fashion, getting a fair return for their dollar. They have even tried to prevail upon me to take a lot of it out and find a market for it. There are certain outlets that are provided for native groups in areas such as Thunder Bay, some of them are even here in Toronto but most of it is on a consignment basis and there is nobody, let alone natives who need a steady flow of cash, who can afford to send all of their work out on that basis and wait anywhere from six months to a year for their money. Consequently, they

lose interest and that source of revenue is no longer available to them.

I don't see anything in the release here that indicates that native people at all were in any way involved in your craft shows where you even, I think, presented awards. I want to impress upon you the need to involve native people and to allow them an opportunity to become more self-reliant and more independent as a result of this source of funds that would be available to them with a little bit of assistance.

In a similar vein, Mr. Minister, I want to look at other releases that indicate you held three seminars for women. One was in Brantford, where your women's advisory committee discussed financing, consumer costs and related money matters. You held another one in Port Hope on women's role in making Ontario a better place to live and visit, and the press release said, "Tips on money management, consumer costs and financing will be delivered by experts in these fields." You had another one in Toronto, a conference designed "to enlighten women on world conditions, their role as Ontario's consumers and how they can contribute to the province's well-being."

Now if there is any group in Ontario society that needs this kind of information and education, it is native women's groups. Their disposable income is much below the average available to most of us in the Province of Ontario. If one were to stand and watch the purchasing habits of many native people, one would fully understand that they too could benefit from this kind of conference.

There may by accident have been some native groups or individual women representing native groups at those seminars. If there were, I am not aware of them.

I have thought for quite some time that some agency of government should assist native women individually and collectively on budgetary matters so that they can stretch their dollars, particularly in these times of inflation when it hits people in remote areas much harder than it does down here in Metropolitan Toronto.

I think this is one area where your women's group could play a very significant role and assist native women and native women's groups.

Since the minister mentioned Ontario Place, I want to refer him and members of the committee to criticism that was levelled at the operation of Ontario Place by the Provincial Auditor. I am quoting:

The Ontario government underestimated by half the capital cost of Ontario Place, its \$29 million lakeshore development, and is not maintaining adequate control of its financial operation [so said the Provincial Auditor].

The report for 1971-1972 tabled in the Legislature shows the Treasury Board was forced to issue orders for \$14,328,000 more than the government estimated the show-place would cost for the period when planning started in 1970.

Now, I want to know if there has been a change in reporting and what has been the effect of the change of Ontario Place as part of your ministry to its present structure as a corporation. I hope that the minister will respond to that.

I also want to ask the minister, as a result of the dollars that you are spending on tourist advertising, what the effect was on the six-day "Ski Thunder Country" promotion, which was started on Feb. 9 of this year. I understand most of this promotion was directed into the midwestern states and in close proximity to the Thunder Bay ski area and hope that you will comment on that.

I have a point associated with the ski area. I was going to keep it until later, but I think I will mention it at the same time. It arises as a result of your loans made available to resort operators in the Thunder Bay area for skiing operations. You mention eight of them, totalling \$1,347,000. I don't criticize the ministry for making these funds available but I am just wondering—in answer to a question in the Legislature the other day, you said there was adequate consultation with these people before a loan was made. Do you look into the viability of the operation to make sure that people aren't overextending themselves and that they do have the ability to carry out what they are attempting to do?

I want to quote from an article that appeared in a Thunder Bay paper in February of this year, called "The Stirring Giant," and I quote:

Several of the ski areas in Thunder Bay may be faced with a financial crisis shortly, and it can't all be blamed on the lack of snow this year. It all started earlier this year when Jim Jessiman, MPP for Fort William, announced that the provincial government would be making \$1.35 million available through NODC to expand the skiing facility here.

The catch was this. In order to get a dollar the applicant would have to spend a dollar out of his own pocket. This would

not appear to be an unfair request, but a few of the ski operators may have subsequently bitten off more than they could chew. At the time the loans were announced most of the areas had already projected their plans for improvement for the year. In other words, they had decided on their own how much money they could afford to spend this year.

Once the grant money was held forth, however, some operators decided they could not afford to let the opportunity of grabbing off extra free money pass them by. As it turned out, they may be right. Perhaps they couldn't afford it. The loans were of the common, forgivable variety and were based on performance. Provided that the operators made their improvements by March 31 of this year, and met a few future requirements such as not selling out to American investors, the government would forgive 10 per cent of the principal each year for five years and then cancel the balance after the sixth year.

That was all well and good providing the area could provide its own half of the deal. It should be remembered that for the most part, a ski area at the end of any summer is not exactly oozing with cash. The business is only productive in the winter and the ensuing summers can appear long and cold. Thus, extensive improvement projects must usually be financed by going into hock. This is what many areas did, with the expectation that the money would be repaid from the additional revenue generated by American skiers who flocked this way to enjoy the improved facilities. However, it is one thing to have shiny, new chair lifts built with government funds, and quite another to expect Mother Nature to be as benevolent as Premier Davis.

As it happened, a lot of these ski areas experienced extreme difficulty, some of it attributed to a lack of snow, others because they overextended themselves. One in particular thought it might have to go public. They all experienced difficulty, and I am wondering just what criteria you use. Do you leave people to their own devices, just saying, "Here is a bundle of money and you go ahead and make it work"? When you did eight of them all at once—and I am harkening back to what I said about the promotion—do you have any figures to back up an expenditure of that magnitude in one year governing a very specific and confined area of the province? Are you going to assist these people if they find that because of a

lack of snow, or a lack of patronage this year, they might find themselves in extreme financial difficulty? I am just wondering how you are going to handle such a situation.

I want to touch briefly, too, on the promotion of export trade. I am not going to go through a long dissertation as to the number of trade missions that you have undertaken even in the past 12 months. It seems every morning, when I reach my office, there is another one going in another direction for essentially the same purpose.

But I want to quote from an article in Ontario Trade and Export in which a Mr. J. H. Stevens, president of Canada Wire and Cable, told the Trade Horizon Conference that new market areas no longer just exist, they must be created. And he goes on to say:

Canada, with abundant raw materials, low-cost energy and a highly educated, skilled work force, has the ability to seek out and create new market areas. [Mr. Stevens said:] Canada derives 20 per cent of its gross national product from exports. With the world changing rapidly, however, Canada must take a fresh approach and gradually alter the composition of these exports, moving them to the basis of renewable resources, high technology products and specialist skills [He said:]

Many Canadians feel that with production costs so high, prices will not be competitive. However, prices do not sell a product. [He said:] We must be aware of all of the qualities our products offer to overseas customers. In the manufacturing field, it is impossible to develop a stable export business without a firm domestic base. It is important, therefore, to continue to develop traditional primary exports on a selective basis and gradually develop the optimum of primary and secondary exports.

Now, we have been saying in northwestern Ontario for a number of years that you should be developing a capacity to, at least, offer incentives that will help to establish secondary industries that will use the natural resources that we have in northern Ontario in such abundance for the benefit of the people in the area.

It has long been a cry from people who live in the north and who would love to stay in the north that job opportunities are not opening up at a rate that they would like. The mining industry, once highly labour

intensive, is now highly capital intensive. In the forest products industries, the same thing prevails. Where you had 25,000 people employed in 1949 in the wood-using industries in northern Ontario, it is down to about 9,000 and diminishing with each year as technological change reduces the number of jobs available.

It is quite obvious that if you are ever going to get northern Ontario into the mainstream of things, you are going to have to insist—you are going to have to insist—that if industries are going to use our resources, they are going to have to use them much closer to the sites.

This poses a myriad of problems, not only for your ministry but for government, generally. If you are going to make a secondary industry viable, you have to make sure, first of all, that you have adequate transportation and communication facilities at a price that is competitive with other parts of the country.

This hasn't happened and we discussed this for several days during the estimates of Transportation and Communication. We also discussed it with your colleague, the Minister of Natural Resources (Mr. Bernier). Since you are the minister responsible for industry in the province I think that there again you are the one minister and this is the one ministry that can co-ordinate an effort to see that northern Ontario does have the ability to attract secondary industry and provide more job opportunities for people in areas where the resources exists.

I could spend hours going into specifics but I'm just going to mention two of them. One of them is an indication from Steep Rock Iron Mines that it will undertake a \$320 million development of an iron ore deposit on Lake St. Joseph. That deposit is 70 miles north of Savant Lake on the main line of the Canadian National Railways. As a result of negotiations between Steep Rock Iron Mines and the only common carrier in the area, Canadian National Railways, the latest indication is that they will be using a 12-in. pipeline to bring concentrates down to the railhead at Savant Lake.

I think that your ministry again can play the kind of role that it is ideally suited for if you will get involved with that industry, grease the rails and enable them to get into production by providing all of the services that this government has at its disposal and by prevailing upon your counterparts at the federal level to see that this, the largest industrial development that will ever take

place in northwestern Ontario, goes forward without any undue delay.

On the other end of the spectrum, to indicate again the role I see for this ministry, is a small community on the main line of the Canadian National Railways. I'm speaking specifically of the little hamlet of Armstrong. You did have members of your ministry up there conducting a meeting within the past week.

Armstrong will lose its only economic base with the announcement recently by the Department of National Defence that it will be closing out its radar base, effective next September.

We do have abundant resources in the area. I'm thinking of the renewable resources in wood fibre. We have areas up there that have never been touched. There hasn't been an axe or a saw put on them at all. You have a built-in labour force. You have people who wish to remain in the area. I've given your ministry the name of a person who seems interested in going in there. It will require some co-ordination and a willingness to assist by the Ministry of Transportation and Communications by providing adequate transportation. It will require an upgrading of housing facilities. I think here again is another area where your ministry can play a very active and meaningful role in providing some viability for a small community such as Armstrong.

I want to get a reaction from the minister to a booklet that was put out recently by the Department of Regional Economic Expansion which says that their programmes as they exist at present in northern Ontario and eastern Ontario have been much less than successful. They felt that if they were going to be meaningful and offer any assistance to slow growth areas they were going to have to change their criteria and make a re-emphasis. They said it was their impression that provincial programmes hadn't been any more successful.

Mr. Jamieson indicated in a statement he made recently in Ottawa that work is proceeding on a general agreement with Ontario for development in the northern part of the province. Announcement of specific projects will not be made until the agreement is ready, he said. There was some indication in an exchange in the House of Commons in Ottawa that somebody in Ontario was critical of DREE, saying that they weren't getting the kind of co-operation they had expected from the provincial government. Mr. Jamieson's retort was, "If there is no co-operation it certainly isn't our fault."

I want to know what kind of dialogue goes on between the minister, Mr. Jamieson, who is responsible for regional economic expansion, and this ministry that is responsible for industrial development, particularly with regard to the northern part of this province. I might just as well say the eastern part of the province too, because there are many pockets down there that are feeling the pinch just as much. I guess there's nobody who knows that any better than the minister himself, being a resident of eastern Ontario.

Mr. Minister, you might have seen my ODC file here. I have no end of difficulty keeping up with events as they affect ODC and NODC. I haven't had an annual report of either of those since 1968. Sure, I can show you one which is almost like a balance sheet, but it doesn't give you a clear indication of where it's at with regard to the various kinds of loans. Frankly, I find it very, very difficult to say anything good, bad or indifferent about the overall operations of NODC and ODC, based on the kind of information that is given out on request but not given out on a more complete basis than exists at the present time.

The last thing I want to find out deals specifically with the Ontario Research Foundation. I was quite intrigued two or three years ago when I was able to follow very, very closely what they were doing, and I think they were doing some very good work. As a matter of fact, I think some of the metallurgical tests on which Steep Rock based its decision to move forward were done at the Ontario Research Foundation facilities out in Clarkson. I'm quite intrigued with the work that they are doing. I don't know whether there was a report that came out recently. If there was, it certainly didn't come to my attention. Perhaps somebody responsible in your ministry can bring us up to date on that at the appropriate vote.

The final thing I want to get into, and it was touched on by the member for Grey-Bruce, is the state of the tourist plant in the Province of Ontario. I do an awful lot of travelling around the province. Frankly, I'm a little bit ashamed, as I stop into a good many of these places and people say to me, "Do you drive to so and so very often?"

"Oh, yes, I do."

"Do you drive to Toronto very often?"

"Oh, yes, I drive to Toronto quite often."

"Where do you stop to eat?"

I want to confess to you, Mr. Minister, that it's about 748 miles from my doorstep to Queen's Park here and there isn't one

place along the route—Highways 17, 69, 103 and 400—that I deliberately try to get to at mealtime to enjoy a decent meal.

It seems to me that the tourist industry has been dragging its feet for far too long. They have been charging all the traffic will bear without investing the kind of dollars that are necessary to attract the clientele that will leave the kind of tourist dollars that we think we can expect to derive in this province.

Some of the facilities are very unsightly from the outside and they are absolutely disgraceful on the inside. Whether it is a restaurant or whether it is a service station, many, many people—not just a few—but many, many people have complained to me, personally, about the deplorable condition of washrooms associated with restaurants and roadside facilities.

I have seen them myself. They walk into a restaurant and, maybe, they want to wash their hands, or whatever, and they don't even bother returning to their table. They just keep on going right out the door.

This isn't the kind of atmosphere that is going to attract people into our province and keep them here. The facilities that we have at the present time are just deplorable.

You did mention, I think, in one of the first speeches you made, that eating establishments should be much more imaginative and innovative in the kind of menus that they put on.

They should have something distinctively Canadian or distinctively Ontario or something that would identify with the particular area of the province, such as maple syrup on Lake St. Joseph or—

Mr. R. Haggerty (Welland South): That's why he travelled in that caravan; so that he could have his own meals prepared there.

Mr. Stokes: I think that the minister made a very valid criticism and I think that the industry, particularly eating establishments, have really got to pull up their socks if they are going to get into the mainstream of things from a tourist point of view. I want to commend the minister for taking them on and I hope he will continue to do so. With those remarks, I will wait until the various votes come along for anything further.

Mr. Chairman: The minister, I assume, will be replying to the Liberal and NDP critics?

Hon. Mr. Bennett: Very quickly, Mr. Chairman. Maybe I should have, in my opening remarks, commented to some extent on our summer trip throughout the Province of Ontario.

One can't help but learn considerable when he travels 7,200 miles and makes 171 stops and meets with the local members in a great number of the areas and is personally made familiar with the conditions that exist. In many cases, I have to agree with the member for Thunder Bay, they were deplorable.

In response, first of all, to the question about jobs, I agree that it is most important that we continue to try to advance the cause of developing new jobs in this province in light of the fact that there are approximately 125,000 new people coming into the market annually. There must be jobs available for them or we can create a bad situation and we have experienced some of them in years gone by.

We have spent time and effort in trying to stimulate activities in the tourist field because it is one of the highest consumers of labour or manpower in this province. We brought in the Ontario Business Incentive Programme and got away from the old forgivable loan because we felt it was much more representative to the smaller businesses in the province of Ontario.

I suppose, as time goes along, there will be many that will question all the facts and figures and principles of that particular operation. But at the moment it appears to have the things that are necessary to try to cope with the requirements of small businesses in the Province of Ontario.

Some may disagree with the percentage breakdown of equity position—90 per cent in the north, 75 per cent in the east and 50 in central and southwestern Ontario. However, I might add that there are a great number of limitations on that 50 per cent which are not applicable to places such as east or north.

In other words in that area, it is only good for establishing a new operation. It is 50-cent dollars and the criteria that one has to cope with in central and southwestern Ontario are considerably more than in the others and, obviously, it is because of the number of job opportunities that are available in central and southwestern Ontario right now that the incentive programme really may create a difficult programme or situation that could not be coped with in the communities. The other day Stratford was in, for instance, and indicated clearly to us that at the moment

they have 400 jobs sitting on the shelf and no manpower to fill those positions. They expect that could rise to about 1,000 by spring. I can only say that they have some of the problems that the member for Thunder Bay spoke about, such as a shortage of housing, to cope with in the situation.

Mr. Sargent: Don't you realize, Mr. Minister, you are doing a disservice to Toronto to glut this market with more industry if you are going to decentralize places like Owen Sound and the outlying parts of western Ontario are lowest on the economic scale? This was the point I was making.

Mr. Chairman: Yes, but the minister is replying to the statements of both the party critics. There will be an opportunity under vote 1905, I believe, to discuss this further.

Mr. Sargent: Okay.

Hon. Mr. Bennett: The fact that 64 per cent of the jobs are in small businesses, that is correct; it is about that percentage. In the service industries today we employ twice as many people as we do in the manufacturing industry, for example. This is why we realize it is essential that this ministry now spend more time in trying to advance the cause of the service industries, and this is what we anticipate OBIP will do.

I do not agree with the member when he says that the moving-picture industry is one which does not require help. It is one of the struggling industries in the Province of Ontario, and it is one we are concerned with to the point that we are studying the exploration team report in very great depth to try to find out how we might assist it without going overboard. We realize that in the years past this industry has not had the greatest of management ability.

Regarding loans in the tourism field, the point was made that we put more money into advertising than we did into the loan field for tourist development. I will not dispute the exact number of dollars because I haven't got the figures in front of me at this very moment, but one of the reasons we changed the tourist loan programme was specifically because there were not sufficient requests for loans. The industry was going down and somebody had to do something; obviously it had to become the responsibility of government.

Campsites are increasing; I'm not sure that we should be trying to stimulate any more than there are at the moment in light of some

of the fuel shortages that we could experience—

Mr. Sargent: Are you going to answer these? You are going to talk about these again later, are you? These points that you are making, can we talk about them?

Hon. Mr. Bennett: I would say that as we go through estimates, you will have an opportunity—

Mr. Sargent: Because you are wrong on some of those statements.

Mr. Chairman: You will have an opportunity to bring that to his attention, Mr. Sargent.

Hon. Mr. Bennett: The resort industry, sir, is one that for the last number of years has been slipping. There have been more attractive promotions in the province of the "travel today, stop tonight and travel on again tomorrow" type. We think OBIP and the tourist loan programme should help to stimulate activity. Also I would say briefly at this point that with the gasoline shortage we might experience, it might be a blessing in disguise to the resort industry in this province.

We are changing the grant system to the tourist councils, which we can cover more extensively as we go through item by item. We've made some presentations of proposals—they are not final, they are strictly presentations—to regional tourist councils; we think they would be an advancement of the cause.

As for the trade offices that are operated by the Province of Ontario in 16 places in the world, we feel it is necessary that Ontario keep its own identity. The federal trade offices have a point in trying to move products in foreign markets, while we in Ontario believe there is more than just moving products; there is the opportunity of trying to open up new licensing and co-operative deals between industries in the countries they happen to be located in.

We do work very closely with the federal trade offices, and we consult with them as we are developing our offices. We will be consulting even more closely with them, because from some discussions we've had, I think the federal government have shown a change in heart as to how they might co-operate to a greater degree not only with Ontario but indeed with the other provinces in this country. Alberta and Quebec are showing a much more aggressive position in trying to get into foreign markets the same as the Province of Ontario has for the last number of years.

Passing on to the member for Thunder Bay, I think I've covered in a very limited way the trip this summer. We found out that there has to be more emphasis in the field of tourism directly to the plant itself and its operations. The member for Thunder Bay said that some might have thought we answered the questions a little too bluntly; I would not wish to say that I was there to mince words with them but to straighten some things out, some misunderstandings they had. On an odd occasion, I think you were present at the one particular meeting, it was impossible to get the meaning of certain programmes through to the mayor because he had a blocked vision that we should be developing his problems for his municipality.

Mr. Stokes: That wasn't the one I was referring to.

Hon. Mr. Bennett: If it wasn't that one—

Mr. Stokes: I heartily concur with your sentiments expressed on that occasion.

Hon. Mr. Bennett: One of the other things we did learn on the trip this summer is that there is a great number of people who are complaining about the type of road sign that is available or permitted in the Province of Ontario. As I indicated throughout the trip to the members who were with me, we would establish a committee in our ministry to review the overall programme as to how we might better sign Ontario to assist tourists to find more attractive spots and the historic spots in the communities they are approaching.

We are not in a position where we can go to the Ministry of Transportation and Communications at this moment and indicate exactly what we think our programme should be.

Mr. Stokes: They are waiting for you. They told me so.

Hon. Mr. Bennett: We have been rather successful in recent days in getting the Ministry of Transportation and Communications to agree with us on a special signing programme and the signs are now approved for the Heritage Highway between Quebec City and Windsor. I think that is a step in the right direction. It might be some indication of a mellowing of the rigid position they've had for a number of years on the signing programme.

We do keep in very close touch with the organizations throughout the province which are directly related to tourism. I'm thinking

of NOTO; I'm thinking of ATRO and the other organizations that serve it—the Canadian Restaurant Association and so on. I have been in touch with them. We have met with them over the last eight or nine months and we have extended invitations to meet with us every three months or every six months, whichever suits their executive, to come in and lay before us the problems of their associations and how we might better cope with them in the ministry.

At this time, I have a meeting set with NOTO for the annual convention later on this month and we'll be discussing some of the problems.

Mr. Stokes: You are going to Minaki, are you?

Hon. Mr. Bennett: Yes, sir, I am going to Minaki—up in the good part of the province, the north part.

On hunting, I pretty well have to leave that to the Minister of Natural Resources. It was a decision that was arrived at by that ministry. I would have to admit that, maybe to some degree, a lack of communications did exist and that there wasn't sufficient advance notice given some of the people in the tourist resort operations who had already taken bookings from Americans and others for the coming hunting season and then had to cancel them. I clearly indicate that some are of the opinion that our wildlife should be preserved for the people of this province and this country. There is that dispute and I suppose it will rage on for many a year to come. We have been looking at some of our advertising and have reconsidered the position of wildlife and fishing as to whether it's one of the areas we should really be promoting.

On the forum, I have already mentioned that we are meeting these associations. My understanding is that in the past the attendance at the meetings of the forum for tourist operations was rather slight and as a result many came to believe it was not worth their while.

We have spent some time trying to promote the craft industry and advance it in this province. We even have a special item, as you will see in the budget, to provide for a test run or a test case of a craft centre that we'd like to establish with the native people.

Mr. Stokes: What do you mean by that?

Hon. Mr. Bennett: I'll cover it in the vote that's here.

Mr. Stokes: As long as you remind me of it. Which one is it?

Hon. Mr. Bennett: It's \$100,000. I will inquire further as to whether there was any special craft show held for the native people. I have not got an answer for that at the moment but I shall do so. I am informed now there was nothing special. They were invited to participate along with the other people of this province and I might indicate to you clearly that the first two prizes in the awards for the Province of Ontario went to native people.

Mr. Stokes: From?

Hon. Mr. Bennett: I haven't got that information. We can certainly get it. I agree with you that the opportunity for marketing crafts is limited. We have been reviewing that situation as well to see how we might improve it, so that we can get away from the consignment basis and so that cash can be put into their hands much more rapidly.

Women's Advisory Committee: We have held several meetings with the Women's Advisory Committee—

Mr. Sargent: Why?

Hon. Mr. Bennett: I might explain to the members that that whole operation is under review.

Mr. Sargent: Good for you.

Hon. Mr. Bennett: It could very well be that as a bachelor I think it is appropriate that I should have the Women's Advisory Committee under review. But it is under review, and we are going to try and take some new direction within the new year. I accept the views, though, that for the north country, and particularly for the native people, maybe we should be looking very carefully at a special type of programme.

Ontario Place: I would say that one, relating to the underestimated position by half, is presently before the public accounts committee for review and discussion. There are some reasonable explanations. Ontario Place as it went along, you will recall, changed considerably from its original plan in size to what it eventually became when completed.

Thunder Bay: You asked if the six-day ski programme for Thunder Bay was an effort for the travel wholesalers? The ministry and five Thunder Bay ski operations promoted it in Duluth, Superior, Minneapolis, and Winnipeg. The promotion sold more than 1,000

ski packages, most of which had to be refunded because there was no snow.

The situation relating to the loan of \$1.35 million to the organizations in Thunder Bay was taken into very serious consideration. Lengthy discussions were held, not only with the ministry, but with the ski people in Thunder Bay before the loan was made. It was obvious that if we did not try to upgrade the five areas, we could very well find ourselves playing to one particular ski hill, and the capacity would not be at that location to house the people or cope with the crowd anticipated. As I said in the House earlier, we will keep a very close eye on the situation as it develops and as the forgiveness periods come along. If they have a bad season, we all have to be realistic. If nature doesn't bless us with snow, then some special considerations have to be given when the forgiveness period is upon us.

Mr. Haggerty: What about snow machines?

Mr. Chairman: They are not miracle machines.

Hon. Mr. Bennett: Snow machines can be part of the loan programme.

Trade Missions: We have about 26 trade missions a year and I agree with Mr. Stevens when he says that our job is to go out and create markets in the world, to sell the technology of this province, to sell the engineering, architectural ability, and various other trades and skills that we have, and export them abroad. That is exactly why we send these trade missions and why we have our trade offices in various places in the world.

Mr. Haggerty: How much does that cost to maintain?

Hon. Mr. Bennett: I will cover that later. With regard to the situation in the north and industries in the province and getting industry away from, let's say, the central part of this province, we have on many occasions taken the opportunity to discuss the possibilities of corporations opening up new offices, plants, and manufacturing centres away from the city of Toronto and southwestern Ontario, and moving into areas where we think they are essential. We will not direct them to an area. We will try to indicate very clearly the economic advantages, not only to them but to the province if they should find the right reasons to establish there.

We had the situation of an English company that came to see me several months ago. They wanted to move into a section of the Province of Ontario where they were

going to employ about 450 female employees and 150 male. The area into which they were going had no possibility of providing that type of help, absolutely none. We have our records, we reviewed them time and again with them, and still the firm looked for some provincial government assistance through ODC. We clearly indicated there was no way that this government, this ministry, could justify—

Mr. Sargent: We have a spot for them in Owen Sound.

Hon. Mr. Bennett: —justify their operations in the location in which they wanted to go.

Mr. Sargent: Lots of female help there.

Hon. Mr. Bennett: And as a result it is now under review once again by themselves.

One fear we do have is that if we apply sufficient pressures to discourage them from that location, we might discourage them from the Province of Ontario completely. That is the one fear that rests with us constantly when we try to redirect them to another area of the province.

But we have been working on it and Steep Rock mines has come to our attention. As you know, there have been lengthy discussion on the cost of putting the extension of the rail line in. There have been discussions with various people in the government: TEIGA is involved, Natural Resources is involved, our ministry, to a limited degree, is involved in discussing things with them.

Armstrong: I think I have already discussed it with the member for Thunder Bay privately. We are working to see if we can find other solutions to the problem that will confront them come September, 1974, when the radar base is closed by the federal government. We think there might be some possibilities. We are exploring them as quickly as we can with industries in this province who wish to locate new operations in the north.

There is no doubt that the labour force is there. Lumbering seems to be an extremely good possibility. We will continue to act upon the suggestion of the member for Thunder Bay to see if we can get others involved.

The DREE report: There have been lengthy discussions with DREE. We have not come to any agreement with them at this moment. Our ministry has been one of the support ministries in the negotiations with DREE. It is basically being headed by TEIGA. They are the principal agency of this government to the DREE programme, and I would have hoped

that by the end of October we might have had some firm position, or contract, or agreement, signed. Unfortunately, there is a difference of opinion relating to one specific area that we have not resolved. Mr. Jamieson, I might say, personally has been very cooperative, and very attentive to the suggestions, ideas, and views of the government of this province as to how we might advance the smaller communities throughout northern and eastern Ontario. Mr. Chairman, it should not be too many more days before we have a positive position with the government of Ontario and the government of Canada on a new DREE proposal.

I will ask, as we come along to the item in the estimates on the Ontario Research Foundation, to have one of our people go specifically into questions that you might have. It has operated very effectively and very efficiently. It has been a great help to the Ontario Development Corp. and its two sister organizations in advising them whether the schemes that are being proposed are possible, what the potential might be, and of new inventions that are brought into being. They can do the test runs on them. They have provided a great deal of assistance to small businessmen in the province who have ideas as to how they might develop a new industry or trade.

My closing remarks would be exactly along the lines relating to the tourist plants. There is no doubt that there is a weakness in the tourist plant in this province. That is one of the reasons that we brought in a new tourist loan programme for the Ontario, northern Ontario and eastern Ontario Development Corporations.

In my first few months in this ministry, I met with the organizations that directly are responsible for the hotels and motels. Their complaint, when we confronted them with the condition of some of the resorts—the outward appearance of some of their operations—was, very frankly, that they did not have the necessary funds, nor could they secure them through a private institution, a chartered bank or trust company. When they could get the funds they started at an extremely high rate of interest, well beyond 12 and 14 per cent in some cases.

If this government is to honour its position that we want to develop tourism into a better operation—and if we think the potential is there—then it is going to be our responsibility in the interest of the public and the development of new jobs and industries, to put the money at their disposal to upgrade and advance the system. Not only to up-

grade, but to bring in on stream new operations.

So the programme went into being. I haven't got the figures with me, but I was asked by the Leader of the Opposition (Mr. R. F. Nixon) the other day about our loan programme since June 8. Funds of about \$2.5 million since June 8 until the end of August—August or September, I will check it—have been lent to the tourist field alone, which is quite a change—

Mr. Sargent: About 30 or 40 loans then?

Hon. Mr. Bennett: —quite a change in the period compared to the two years previous to that.

Mr. Sargent: Twice nothing is still nothing, though.

Hon. Mr. Bennett: I suppose if you never leave home plate, you will never really get around to scoring a run either; so this is the initial approach to it. We think we have at least advanced ourselves to second base, but there must be a degree of interest by the institution itself. We can encourage them, we can show them, we can put the people in the field, we can explain to them exactly what is involved, we can try to persuade them that it is in their best interest—but if they do not react, then I suppose government is in a rather difficult position.

Mr. Sargent: Explain that; what do you mean by that?

Hon. Mr. Bennett: Very quickly, Mr. Chairman—

Mr. Sargent: What do you mean by that last statement? You put the people in the field to explain to the operators what they are doing wrong—or what?

Hon. Mr. Bennett: No, explain to them the programmes and how they can assist them. Also to explain to them in some cases, that is correct, their failures or shortcomings in operating their particular operations. I have no hesitation in saying that some of the reports that have come to me, as the minister, on some operations in this province are actually terrifying. No bookkeeping system is maintained in some of them; others have had no experience in knowing how to operate—they have gone into it as a hobby and all of a sudden find themselves in over their heads and in a financial crisis.

Mr. Sargent: Oh, you are picking out the odd spot in the mainstream—that is ridicu-

lous. There is no money available for them; that is why.

Hon. Mr. Bennett: Well, Mr. Chairman, my concluding remark is to say to the member for Thunder Bay, in a very general way, that some of the problems that exist in the eating establishments of the province are not all as a result of lack of funds, but a lack of understanding that cleanliness and appearance are most important.

We must insist upon the local health authorities going in and checking the health conditions that exist within some of the operations—and we have.

I say to you, as the member for Ottawa South, who travels Highway 401 and stops at a few service centres along 401, I have not hesitated to write the Minister of Transportation and Communications (Mr. Carton) and the local community to indicate that I wasn't too pleased with the appearance of their establishment, particularly washrooms. Sometimes it has improved when you go back, and sometimes it is not a great deal better than the time before.

I think that pretty well covers the general remarks, Mr. Chairman, unless there are some others.

On vote 1901:

Mr. Chairman: Vote 1901, item 1 carried?

Mr. Stokes: In the main office the minister alluded to a reorganization. Could you outline briefly what you meant by the reorganization and what you are attempting to do by it?

Hon. Mr. Bennett: You will recall that I mentioned earlier that there were explorations established as one of the principal objectives of this ministry when it was amalgamated. After we had gone through their suggestions, we then itemized those operations that were in the ministry, the operations they suggested, and then what our civil servants thought that the ministry should cover. Sometimes we were trying to rule on things that were just not practical or reasonable for this ministry to be involved in. Eventually we wound up with, if I recall correctly, 52 very specific functions that the ministry should be performing.

From that we then broke it down into a number of executives or branches of the ministry who will report to the deputy minister and to the assistant deputy minister, Mr. York. Each one will handle three branches of the ministry. There is one that is tourism, one that is trade, one that is industry, along with

programme delivery, programme support and communications. And those will be the six functions of the ministry. We will be announcing some time this week, I would hope, the new executive directors who will head up each one of the divisions that I spoke of.

Mr. Stokes: And will the Ontario Development Corp. and NODC report specifically to one of those executive directors?

Hon. Mr. Bennett: The ODC and its two sister companies report directly to the minister.

Mr. Stokes: To the minister?

Hon. Mr. Bennett: To the minister.

Mr. Chairman: Item 1 agreed to?

Carried.

Mr. Chairman: Item 2.

Mr. Sargent: Before we start this next vote, I would like to get the minister to advise me on the administrative services. You have a million dollars there for that item and the third item is transportation and communication. Now, in all these estimates, where is entertainment—where is that included?

Hon. Mr. Bennett: What do you term as entertainment?

Mr. Sargent: I mean, supposing we have a party and we have a bar—where is that included? Have you got your estimates there, Mr. Minister? At the very back it has the explanatory notes on the standard accounts classification. It tells you all the things these different votes carry but there is nothing there to cover entertainment expenses. Where is entertainment hidden in these estimates?

Hon. Mr. Bennett: Are you referring to me personally?

Mr. Sargent: No, sir, public functions. When you have a bar, you have entertainment.

Mr. F. J. Pillgrem (Deputy Minister): First of all, Mr. Sargent, they are from the entertainment side, from Government Services, which is the hospitality fund. That's the first airing of it. They deal only, though, in the type of function where there are people from outside the province. Under normal circumstances, they do not put on a kind of an Ontario dinner or an affair of this nature unless it is a type of international function.

Mr. Sargent: Mr. Pillgrem, in general, I am not asking that. I am asking where in the

estimates do we find out money that is spent on entertainment.

Mr. Pillgrem: There is a certain amount included in the services side of each one of the votes.

Mr. Sargent: Under this vote here, administrative services, where's that?

Mr. Pillgrem: I wouldn't imagine under the administrative services section there would be anything for entertainment. Any entertainment might be my buying dinner for a couple of people or something of that nature, and that goes on a personal expense account.

Mr. Sargent: You missed my point, I am sorry. Where in the estimates does it cover entertainment costs?

Mr. Pillgrem: Under the services section within each vote.

Mr. Sargent: Under \$111,000 then?

Mr. Pillgrem: In this case, yes.

Mr. Sargent: In this vote then you are spending \$660,000. This won't happen again. I just want it as a for instance. You are spending \$660,000 on salaries and wages. Maybe that's for 50 people, okay. And you are spending \$201,000 on transportation. You are spending \$4,000 per person.

Mr. Pillgrem: Transportation and communication, sir. That's the telephone system for the entire ministry.

Mr. Sargent: Yes, all right. Well, \$4,000 per person for transportation and communication.

Mr. Pillgrem: But, as I say again, that includes the entire telephone system.

Mr. Sargent: No, come on, you have got communication up in every vote—\$24,000 up in main office.

Mr. Pillgrem: But in the main unit, postage, another one for the entire ministry is there, sir.

Mr. Sargent: Pass. Let it go, Mr. Chairman.

Mr. Chairman: Items 2 and 3 agreed to. Item 4, Ontario House.

Mr. Stokes: What's Ward Cornell doing over there? Give us a rundown on what he is doing.

Mr. Chairman: A perfect job, I am told.

Hon. Mr. Bennett: Mr. Cornell is acting in a very responsible way in London. I have had

nothing but the highest of compliments from people from all walks of life going from Ontario to London and coming to Canada, as well as from government representatives of foreign countries who have dealt with him.

Mr. Stokes: He didn't give very good directions, though, when the minister got lost over there.

Hon. Mr. Bennett: He didn't give the directions. I have to correct you. The steel mill had hired a private limousine service to take me out to their new plant. I don't know London and I don't know England; so we didn't have much trouble getting lost because my guidance to him would have been nil.

Mr. Sargent: He did write your speech, though?

Hon. Mr. Bennett: No, I think Scott Young prepared it for me.

Mr. Chairman: Shall item 4 carry?

Mr. Stokes: No, I would like to know, did you expand your personnel over there over previous years?

Hon. Mr. Bennett: We have a total of 16, I believe it is.

Mr. Pillgrem: We have 20, sir, in total.

Hon. Mr. Bennett: That's correct. We have in the current year 20 members, six classified and 14 unclassified. We have them in various sections. We have them in the tourist field and in industrial and trade operations, which put together for us some of the meetings that we hold in England, not singularly in London.

Mr. Stokes: I was looking at a document here recently. It was a speech that was given by the Premier over in Great Britain. I quote from it:

Since 1968 Ontario has received slightly more than 50 per cent of the total of UK visitors entering Canada, Mr. Davis said, but the balance of payments on the travel account between Canada and the UK has shown a constantly increasing deficit which reached a high of \$138 million in 1971.

Do you attribute this to the diligence of Mr. Cornell or are you coming closer to coming to grips with the deficit or what?

Hon. Mr. Bennett: We find that it's families wishing to go back home and visit. We know where the out-of-balance really exists. What we can do to stem that tide, we are not quite sure, but we are very much aware of the fact and we are going to advance the

advertising programme of exchange or package visits to Canada from England. We think this is a success.

Now of recent days, the interest shown by UK citizens and citizens of Germany in coming to the Province of Ontario has tripled in the inquiries and the bookings at this point.

When we were originally looking at the potential for the coming tourist season, we had figures by Mr. Cornell and from the best people that we could possibly secure them from in England.

In recent weeks, they have now come back to us and indicated that that volume is likely to triple. I think it is a direct result of some of the good communications that Mr. Cornell has had with various travel associations throughout Europe and in England. They have made contacts with booking agents who are doing a fair job in representing Ontario and the possibilities of coming here.

I think that if we can keep very clearly in mind the possibilities of gas shortages next year—and I'm not saying there will be but there is a possibility—this is the type of traveller that we should be really aiming for to get into some of our resort areas. They fly and go by bus to a given destination and stay a week or two with very limited travel from that resort. It has been encouraging to us, that we are now starting to penetrate.

Mr. Stokes: Does any of this \$296,000 entail your advertising budget over there or does that come out of another—

Hon. Mr. Bennett: It comes out of ours here.

Mr. Stokes: Okay.

Mr. Chairman: Mr. Wiseman.

Mr. D. J. Wiseman (Lanark): Yes, Mr. Chairman, I just wondered if the minister could tell us how many new industries came in from England this year as a result of our efforts in Ontario House? Have we had any new industries coming into Ontario?

Hon. Mr. Bennett: I'll ask the deputy or the deputy minister.

Mr. Pillgrem: I don't have a figure in front of me at the present moment, Mr. Wiseman, but certainly we can get that information for you.

Mr. Wiseman: But there have been some, eh?

Mr. Sargent: Now that was rehearsed wasn't it?

Mr. Chairman: I'm told it wasn't. I would have disallowed it, had I thought it was.

Hon. Mr. Bennett: To answer Mr. Wiseman, the target was four, we achieved four to this date—pardon me, two to this date.

Mr. Wiseman: How many would they employ, any idea?

Hon. Mr. Bennett: I have no idea.

Mr. Wiseman: Were they large or small?

Mr. P. A. York (Assistant Deputy Minister): I would say medium-sized firms.

Mr. Wiseman: And medium-sized firms would be—

Mr. York: Twenty-five to 50 employees, in that order.

Mr. Pillgrem: Mr. Wiseman, you will remember that the minister referred to one industry which maybe coming here and which is in negotiation at the present moment. It will employ approximately 600 people. This is not a completed one at this moment, but it is still very, very much alive and it is coming here. But it is not a completed transaction yet.

Mr. Wiseman: Could I ask you what type of industry we are getting to Ontario?

Mr. Pillgrem: That particular one is textiles.

Mr. Wiseman: Are they all textiles?

Mr. Pillgrem: No, but they are secondary manufacturing in each case, and textiles is a main one.

Mr. Wiseman: Textiles, in the past, have been difficult to keep here, once we get them.

Hon. Mr. Bennett: A lot of them have gone into Winnipeg and Montreal.

Mr. J. P. Spence (Kent): Where do these industries locate? In the big cities or in small towns or villages or small cities?

Mr. Pillgrem: Unfortunately, not in every case do they go to a place like Cornwall or—

Mr. Spence: Ridgetown.

Mr. Chairman: Gentlemen, I think we could perhaps better discuss this under another vote when you get into actual industries that have been attracted to the province.

Item 4 agreed to.

On item 5:

Mr. Stokes: Special projects; that looks pretty pat. You've got \$154,000; you've got \$10,000 for employee benefits; you've got \$10,000 for services, \$10,000 for supplies and equipment. Who are these people involved in these special projects?

Hon. Mr. Bennett: Special projects would be Maple Mountain; people who are doing exploration works in Maple Mountain; people who would be doing some work on other projects of a special nature which we could establish in other parts of the province.

Mr. Sargent: That is nothing to do with Magic Mountain, is it?

Mr. Stokes: No.

Mr. Sargent: Where is Magic Mountain?

Mr. Pillgrem: Right beside Owen Sound, isn't it?

Mr. Sargent: Does the minister know where Magic Mountain is?

Mr. Pillgrem: It is in Meaford, isn't it?

Mr. Sargent: You are going to get in trouble.

Hon. Mr. Bennett: I am going to tell you if it is in Meaford I should have known by now because I hear enough about Meaford over a period of eight hours a day.

Mr. Sargent: No, I was trying to find out in special projects what is this Disneyland-of-the-north project you are talking about? Does that come under this?

Hon. Mr. Bennett: That is Maple Mountain you are speaking of.

Mr. Sargent: Maple Mountain. What are the numbers involved there?

Hon. Mr. Bennett: What is the number? In what respect?

Mr. Sargent: Dollar-wise.

Hon. Mr. Bennett: At the moment we have made no commitment to go to Maple Mountain. We have been doing exploration work as far as studies are concerned, which have now been filed with the ministry and are under active review; they are going to go to the resource field for further study and then on to cabinet.

Mr. Sargent: Shouldn't we know about it?

Hon. Mr. Bennett: I beg your pardon?

Mr. Sargent: Shouldn't we know about the money involved? You laid a big egg down here with Ontario Place; what are you going to do up there?

Hon. Mr. Bennett: I am not so sure that I will accept that expression of opinion at this current date.

Mr. Sargent: You inherited the thing but what I am trying to say is what have the taxpayers of Ontario got to look for in this new deal up there?

Hon. Mr. Bennett: We have made no commitment. If you are asking what do the consultants project—that is what I interpret your remark to mean—

Mr. Sargent: I would like to know, yes.

Hon. Mr. Bennett: —they are talking of about \$40 million.

Mr. Sargent: Where is this place?

Hon. Mr. Bennett: Maple Mountain? Up near Cobalt, Haileybury; in that general area.

Mr. Sargent: What the hell for? How are people going to get there?

Hon. Mr. Bennett: Let me put it this way; we have made no decision on it. It was a request—

Mr. Sargent: You must have rocks in your head.

Hon. Mr. Bennett: No, they are on the mountain.

Mr. Stokes: Take it easy, Eddie. I had occasion to speak to a delegation—as a matter of fact two delegations—who were quite concerned about what was to take place or what wasn't to take place at Maple Mountain. I realize that the ministry is trying to give some viability to an area that badly needs it as a result of the closing of a lot of gold mines in the area. It seemed to me that we were far too premature in asking the various communities up there, such as Latchford, Haileybury, Cobalt and New Liskeard for an endorsement of the concept of Maple Mountain before they had sufficient information upon which to base a decision or even an opinion. I can tell you that there are two factions which are warring now. One of them thinks it should be near Maple Mountain and one of them thinks it should be near Lorrain Mountain because the economic spilloff will be of little or no consequence to the Tritown area.

I am not in the position to say whether it is or whether it isn't but the only thing that occurred to me is the Minister of Natural Resources, who has just left the room, told us during his estimates that there had been no commitment on behalf of his ministry other than that there had been a freeze on 13 townships in the area pending a decision on whether or not you should go ahead. When you place the people in that area in a particularly invidious position by asking them to endorse the entire concept before you even know what it is, it seems to me to be a bit premature.

You have got two warring factions up there which are battling and they don't even know what they are battling about. I am wondering why you place them in this position before you have made a commitment or you are prepared to say, "This is what we see the Ontario Place of the north to be. This is what we have planned for Maple Mountain or the general area." I think they are deserving of an answer.

Hon. Mr. Bennett: First of all to the member for Thunder Bay, may I clearly indicate that no endorsement has been requested by this government or this ministry? That has been the initiative of a particular community in the north, I am not sure which one it is. It has taken the decision to call all the municipalities together and to explain to them what a great thing this will be for them. I understand they held some public meetings up there and they got some reaction on their own but it was not at our request.

Mr. Stokes: It was my understanding that it was.

Hon. Mr. Bennett: No. At no time have we requested them. We went into this on the advice and suggestion of some people that there was a possibility of developing a complete resort area for summer, winter, spring and fall activities: that skiing would be the backbone of the operation; and that before any decisions could be made there would have to be a complete understanding as to the practicality and the feasibility of using the area.

Now there are some very difficult situations to overcome. And we realized that right at the start—and I must admit at this point that I was not in the ministry at the time that it was initially undertaken, but since then we reviewed it and I have visited the site to see exactly what they are talking about. The consultants have produced two or three reports. Some of the reports are on the struc-

ture of the mountain, others on whether a resort area could effectively be built and efficiently built so that it could return some dividends to those who invest in it.

The reports also looked at the road structure that would be needed, the servicing structure, and how the ecology would be affected. The reports looked at all the very basic principles we discussed today about developing any new community. But we have come to a decision. I spoke very clearly of it during my summer tour in that area. I said that before the government takes any firm position on Maple Mountain—and it will be, if it is their wish even to go beyond the step we are at the moment, and that is a decision that cabinet will have to make in the next short period of time—before cabinet takes any final position, the reports that we have at the moment and those others that might be required, will be given over to the communities for full disclosure to the people. They will have their public meetings, their reviews with the consultant, and a full explanation of exactly what is involved. And then we will have the public participation and the support of the committees one way or the other, if it is our desire or wish to go further.

Mr. Stokes: In the initial stages, you won't hide anything from them?

Hon. Mr. Bennett: No. To be honest with the member, we have nothing to hide from them. This is a project, which in the opinion of some, could advance the economic position of the communities that are ill-affected by the turn of times in that part of the province. We are not sitting here trying to say that it is the end-all to their problems. We don't know. We don't know whether the environmental situation will cause them some more difficulty, but we need an expression of opinion from the people in that community. And I am not talking about people, Mr. Member, who happen to live in the United States and come up there for one week of the year to take in the resort. I am referring to the people who live there and who are going to be confronted with the environmental aspects on a 52-week-a-year basis.

Mr. Stokes: And you make that commitment to the communities in the area and the Indian bands. They will have some input too if it is going to affect their traditional way of life in any way, correct?

Hon. Mr. Bennett: You are correct. I have made that remark public, but before we go

any further—and when I say "any further," if there are further reports required before we can go out to the public, so they have all the information, then it will be after that point. Once we have arrived at a position if it is the wish of the government that we should go to the public with it—

Mr. Stokes: Oh, you don't make that commitment that you will go to the public?

Hon. Mr. Bennett: At this point there is no sense. I am sure not what the government's position will be, whether it will wish to advance the project even beyond the step we are at today. If it is the government's wish to advance beyond what it is today, then it will go entirely to the public.

Mr. Stokes: Well, I imagine you will have to advance them. If you are going to compete—

Hon. Mr. Bennett: That is a decision the cabinet will have to decide.

Mr. Haggerty: Surely the public will have to—

Hon. Mr. Bennett: Cabinet has taken the initiative to prepare reports as to the practicalities of the operation, without making a commitment to bring the project into being.

Mr. Stokes: Okay.

Hon. Mr. Bennett: Do you understand me?

Mr. Haggerty: I understand, but who is going to bring it into being? Eventually what will happen is—

Hon. Mr. Bennett: It may never come into being. I am not here to say tonight exactly what the ultimate—

Mr. Haggerty: Have any of the lands been leased?

Mr. Stokes: No.

Mr. E. M. Havrot (Timiskaming): They are all Crown lands.

Mr. Haggerty: Yes, I know, but if you are going to develop it, are you going to have leases? I mean, supposing you get a resort that wants to move in there. How are they going to get in there if it is all Crown land?

Hon. Mr. Bennett: Those are decisions that will have to be made if the government so wishes to move ahead with the project: how the government is going to develop it, under what terms it is going to develop the lands, who will be the principals involved, whether

the government will have partners in it—those are some of the questions that will have to be answered.

Mr. Haggerty: When will the public have its input or involvement?

Hon. Mr. Bennett: Before we ever hit that point of deciding how it is going to be—

Mr. Haggerty: How does the public know what you are going to do if you don't tell it?

Hon. Mr. Bennett: Because we have reports now that we are prepared—once we make a decision as to whether we are going to move ahead on the project—to make public for their complete review. They'll be advised and informed by our teams from the government, which will go into the north where public meetings are held or meetings by various committees are held; they'll explain to them exactly.

Mr. Haggerty: Have you given any consideration to establishing an advisory committee in that area to find out what you are going to do, the same as the government has done in the Shorthills area, in the St. Catharines area and the Pelham Town area in the new park down in that Niagara area?

Hon. Mr. Bennett: There is a possibility.

Mr. Haggerty: It has worked out very well in other areas and I suggest that perhaps you give this consideration and establish an advisory committee in that area.

Hon. Mr. Bennett: I will.

Mr. Havrot: Mr. Chairman, seeing that this discussion pertains to my riding, I might add that we have had support for this project from every municipality from North Bay to Kapuskasing. We've held two public meetings on this particular subject at the request of the municipalities; we have had several hundred people at these meetings and so far they have been favourably received. Everything has been going great. All we are waiting for is the decision by the ministry, the final decision on this project, as to whether or not they are going to go ahead with it.

The thing that makes me laugh is that people get so uptight about environmental control and we get the criticism from a certain group in the Timagami area which comprises about 47 per cent Americans. There was no opposition when the Sherman mine went in there, into the prime resort area of Timagami and opened up an open-pit operation, with pollution and a scar on the land-

scape, a permanent scar. There were no public hearings held; there was no opposition to the mine because it provided jobs. Texas-gulf was the same thing; Adams mine in my area, the same thing.

Yet when you get into something that is going to protect it, because without the environment in its natural state the whole project is of little use—and this is designed to protect the environmental area; to protect the whole area as far as that goes and to retain the natural beauty of the area—people are suspicious of it. Some of them are; there are very few, I'll tell you that, there's a minority group. Sure, we are getting a bit of flak from smaller groups but I'll say that basically they are directed by the American element in the Timagami area.

Mr. Haggerty: They wouldn't have any input there, would they?

Mr. Havrot: Yes, they have got a lot of money.

Mr. Haggerty: Oh, no!

Mr. Havrot: Oh, yes.

Mr. Haggerty: No way, it's hard to believe. I thought they were all down around the shores of Lake Erie.

Mr. Havrot: No way.

Mr. Haggerty: It just goes to show you how much influence they can have on—

Mr. Havrot: That's right, by promotion.

Mr. Haggerty: —land here in Ontario.

Mr. Havrot: They have even resorted to lying because they have had Al Raine, Nancy Greene's husband, up there. They issued a press release following his visit to the area stating that he was against this project and that the government was going to try and shove it down the throats of the people. This wasn't so because Al Raine had written a letter from Vancouver when he got wind of the editorial, or the comments in the press, and demanded a retraction of the statement. He was all in favour of it because he thought it was a great place and it had a great potential.

Mr. Haggerty: I understand it has great potential. That's the reason I suggested that there be an advisory committee established in the area; with the input, the involvement of the citizens in that area, they should have some say in it.

Mr. Havrot: I think there has been a considerable amount of input already by the local people. As I say, it has gained tremendous support right across the whole north, not just in the concentrated area of the Tri-town which the project is close to.

Mr. Chairman: Have you finished, Mr. Sargent? We are still on special projects.

Mr. Sargent: On this vote, yes. This special project: Is this the kind of work they are doing, things like this?

Hon. Mr. Bennett: That has been their type of work. I might say to the members here that in the year of 1974-1975 this operation will be phased out.

Mr. Sargent: A Jim Ramsay type of deal?

Hon. Mr. Bennett: That was Jim Ramsay's—

Mr. Sargent: Is this Ramsay's deal, too?

Hon. Mr. Bennett: I beg your pardon?

Mr. Sargent: Is this Ramsay's idea?

Hon. Mr. Bennett: I am not so sure if it was Mr. Ramsay's idea or whether it was some suggestions that had been made through some other bodies.

Mr. Sargent: Mr. Chairman, I admire Ed for fighting for his area but to take \$40 million of public spending—

Mr. Havrot: It is not public spending. I assure you that it is not all public funds.

Mr. Sargent: That is what we are talking about.

Mr. Havrot: That is not what the projection is, no.

Mr. Sargent: But we can't even get railroads in western Ontario; and we can't get any help from the government to give us the basic communication lines we need for our people. But there are special projects you give these people who dream up things like that. It will be a hell of an election gimmick for you; it will defeat the party. Bring it along.

That's the vote as far as I am concerned.

Mr. Chairman: Item 5 agreed to. Vote 1901 carried?

Vote 1901 agreed to.

On vote 1902:

Mr. Chairman: On vote 1902, industrial trade and tourism development programme:

Item 1, industrial development.

Mr. Sargent: Mr. Minister, just as a point in passing, you mentioned that the motion picture industry needed help. Our research reveals that through generous depreciation allowances and the excellent government-industry co-operation through the Canadian Film Development Corp. a new film industry has been created in Canada almost overnight. No government stimulation is needed here. You must either have a duplication of federal money or Ontario money in this deal; because it is not needed from Ontario. Now who is wrong? Are you right or wrong?

Hon. Mr. Bennett: I can only answer on the basis of the report that was presented to us by an exploration team and the consultation that I have had since then with people from this industry. We have made no commitments to them, but I can tell you that just as recently as the last few days in October and the first few days of this month, there have been requests and statements to the Premier by people in this industry in the province that have said there are firms going under because there is no government support.

Mr. Sargent: Well there is CFDC; do you know anything about the Canadian Film Development Corp?

Hon. Mr. Bennett: I have heard about it; I don't know all of the—

Mr. Sargent: They are all out to help the industry. Now why should you get in the ball game if they are doing it?

Hon. Mr. Bennett: Mr. Chairman, again I say we have made no commitment, but we are looking into it. Just because somebody comes in and tells me they are having financial difficulties it does not mean that we just jump to it and sign them a cheque to keep them going. They must substantiate their case before us; we are not that easily convinced. But there have been those, Mr. Sargent, who have asked us to see what we can do in supporting them financially in this operation of the film industry.

Mr. Sargent: Okay Mr. Minister, I will buy that.

On this same vote we have the grant to the Ontario Research Foundation. One member mentioned his approval of what they are doing. Over the years I think there have been very few American state governments with this type of an operation. In the main, large US corporations finance these things them-

selves. To the best of my knowledge, of the new technology we have gathered in the Ontario Research Foundation not five cents has ever come back to the province of Ontario in patents. Where do the patents and copyrights go? I think it is the job of big industry to do their own research and not have the ordinary taxpayer up in Owen Sound or Windsor or some place paying for research by large corporations with an excess in profits. It is unreal. Let them do their own research. To date there has not been five cents come back to the provincial Treasury from copyrights or patents from new technology.

Hon. Mr. Bennett: It depends very much, Mr. Chairman, as to exactly what you mean by coming back into the Treasury of the Province of Ontario. Some of the experiments and inventions for the advancement of industry has been the direct result of the Ontario Research Foundation having been able to strengthen a product and thereby create a market for it. As a result, the sales and the employment all have very direct beneficial results on the economy of this province.

Mr. Sargent: If they don't do it in the States why do we do it here? Are we supposed to spend \$2.5 million over there?

Hon. Mr. Bennett: I am not going to argue whether they do it in the States. I would think that Ontario and Canada in general has a great deal to do to catch up in this research business, and that it is essential—

Mr. Sargent: You are \$1 billion in debt this year—you owe \$8 billion in debenture debt; how can you afford to spend \$2.5 million on this one vote for industry?

Hon. Mr. Bennett: Mr. Chairman, if we are to keep ahead and abreast of new technology and developments for this province and help industries, small industries, because it is small ones that—

Mr. Sargent: Mr. Minister, did you ever hear of zero financing, zero budgeting? You start from scratch and see what you can afford to pay for. And that is why you are broke today—from things like this.

Hon. Mr. Bennett: I'm answering the question, sir, relating to the Ontario Research Foundation. In our opinion, it is essential that we have this type of support service for small industries and developers and business firms who wish to prove the technology and the experiments they have brought along.

Mr. Haggerty: Could you give us a list of which companies were involved in research in Ontario, and to what research it pertained to? I notice in one of your trade missions to the United Kingdom, you mentioned pollution control equipment. Could I have a breakdown on that?

Hon. Mr. Bennett: Yes, I haven't got the breakdown but we would be pleased to get you the breakdown exactly, of the firms we have been doing the research work for, and the extent of the research.

Mr. Pillgrem: Unfortunately at short notice we are unable to reach Mr. Stadelman, the president of the Ontario Research Foundation, to have him here. He would have those figures with him, I know. We will certainly have this information available for you.

Mr. Haggerty: You say "short notice." That is hard to accept. These estimates came up well over six or seven months ago and I think this information, Mr. Chairman, should be available to the committee. You are asking for expenditures of \$2.5 million, perhaps \$3 million in some other place. When we question it, we don't seem to come up with the answers or find out just what—

Mr. Chairman: I'm sure, Mr. Haggerty, that the minister and his staff can have this information for you tomorrow when we resume at 3 o'clock.

Mr. Haggerty: I suppose by that time the vote will be carried and then there might be some more questioning on it.

Mr. Chairman: No, we can leave that open if you wish.

Mr. Haggerty: The reason I ask this question, is that there have been some discussions in the committee dealing with the different estimates. One, in particular, dealt with pollution problems in Ontario. One was, how do you dispose of garbage in the most economical way and how do you find a place to put it? Perhaps, somewhere in our research programmes we would be working on such programmes and finding some of the solutions facing society today instead of looking to CP to truck it out or cart it off into some other municipality. I think the question is: Can it be used for fuel for our generating stations?

Mr. Chairman: Order, I think what you are discussing should be discussed under environment.

Mr. Haggerty: No, it shouldn't. We are talking about research.

Mr. Chairman: Various ways and means of disposing of garbage come under environment.

Mr. Haggerty: That is right. You might be quite right in what you say, Mr. Chairman. I'm not going to dispute it, but I think the member for Owen Sound is trying to find out what research is. Is it going to one of the large corporations such as Union Carbide, or some other large multi-national corporation, that is going to get a benefit on a patent, or royalty out of this at the expense of the taxpayers? I think it is a good question that he raised, and I think we should deal with it more thoroughly and find out just what we are doing with our research foundation in Ontario.

Hon. Mr. Bennett: Honestly, sir, I haven't got the list of the firms. The annual report of the Ontario Research Foundation will be tabled in the House this week as well.

Mr. Haggerty: Mr. Chairman, this is the usual practice when we are dealing, particularly, with the estimates. Just this week, after dealing with the estimates on Natural Resources, I received a copy of their full programme for last year. We sit here now and we are asked to spend millions of dollars and you can't discuss anything because we don't have all the facts before us.

Mr. Chairman: Well, we need not carry—

Mr. Haggerty: I think there is something if I can recall—

Mr. Chairman: Mr. Haggerty, we need not carry vote 1902, item 1, until the minister has the civil servant responsible for the Ontario Research Foundation.

Mr. Haggerty: Mr. Chairman, is there not a ruling here, by the rules established in the Legislature, that reports must be tabled three months after the preceding year? They should have been in by April, or something like that?

Mr. Chairman: I'm not prepared to answer that.

Mr. Haggerty: I think there is something on the record that definitely spells this out.

Mr. Chairman: Mr. Stokes.

Mr. Sargent: Mr. Minister, have you had a meeting with the Ontario Industrial Development Council, that's the industrial commissioner of all of Ontario?

Hon. Mr. Bennett: I met with them not two weeks ago.

Mr. Sargent: I see. In other words, you feel that there should be more dovetailing of federal, provincial and municipal efforts so far as industrial development is concerned?

Hon. Mr. Bennett: Well, to answer your question as directly as I possibly can, if the final agreements with DREE are along the lines we have suggested and being the input from our ministry, I would think the remark you have made is absolutely correct, that we are trying to direct federal, provincial and municipal financing toward the establishment of the infrastructure for industrial parks at the municipal level. That is really what we are trying to do. I might say that Mr. Jamieson has expressed openly that he agrees with the province—

Mr. Sargent: I compliment you if you have done that, because it is badly needed; there are so many different agencies involved in the whole mish-mash. If you have done that, then we are moving.

Hon. Mr. Bennett: That is what we are hoping for.

Mr. Sargent: That's good.

Mr. Chairman: Mr. Stokes.

Mr. Stokes: You mentioned an area of disagreement that you were hoping would have been finalized by now, but this has not taken place. What is the major area of disagreement at the present time?

Hon. Mr. Bennett: One area, and I am not sure that the discussions at this point are in a public position that I should be disclosing them, but it relates to another ministry and how the ARDA programme should dovetail with the DREE proposals.

Mr. Stokes: I see. I think I know what you mean.

Now, I would like to turn to the vehicle for industrial development in various parts of the province, which was the 10 regional development councils. Your colleague, the Minister of Treasury, Economics and Intergovernmental Affairs (Mr. White) has seen fit to reduce the 10 economic regions in the province to five. Financial support has been withdrawn from the regional development councils, and although I can't speak for the councils right across the province, I know that the Northwestern Ontario Development Council was very highly regarded by this government and

in the the area in which it operated and yet, because the government withdrew financial assistance from it, it ceased to exist at the end of last year.

Concurrent with that was a commitment from your colleague, the provincial Treasurer, to set up an interministerial advisory committee and a municipal liaison committee. None of those has taken place, so for the past 10 or 11 months we have had a complete void. I am just wondering how your ministry operates in the five economic regions of the province. Who do you go to at the regional level in order to effect some kind of liaison?

I know the general manager of the Northwestern Ontario Development Council, Mr. Lackie Phillips, had an ongoing liaison both with the provincial government and the federal government. He was the moving force in many instances in maintaining a liaison on behalf of chambers of commerce, municipal groups and municipal associations. But your colleague just pulled the feet right out from under it all. And in its place all we have is a consultant with two analysts, sitting over in the Frost block, who are supposedly the motivating force for regional development in northwestern Ontario.

Since you are asking for \$6 million, how can you realistically say you are fostering regional development throughout the province when you don't even have any vehicle at the regional level with which to work?

The regional development programme must have been in a state of immobility over the last 10 months as far as any local input or local initiative is concerned. I am just wondering, has this not been a problem to your ministry? What are you doing to prevail upon your colleague who is responsible for regional development? You are responsible for industry but he is responsible for regional development. How on earth do you operate under such intolerable conditions?

Hon. Mr. Bennett: First of all, we have regional offices in the ministry which operate fairly effectively with the industrial commissioners, the municipalities, the Chambers of Commerce and the various other organizations that represent industry and tourism. These are the people who feed back to us exactly what are the essentials and what is the possibility of establishing certain types of operations and businesses. To correct you on one point, there is the municipal liaison committee which has been operating for some time, along with the—

Mr. Stokes: I beg to differ.

Hon. Mr. Bennett: I don't know whether you know, sir, but last Friday morning I attended the municipal liaison committee meeting in the Macdonald block. Mayor Newman from Whitby is the chairman of the municipal liaison committee as far as the municipal representatives are concerned.

Mr. Stokes: That is for the entire province?

Hon. Mr. Bennett: That is correct.

Mr. Stokes: I am talking about a basis that would be coterminus with the five economic regions. I am told by your colleague that until they get an endorsement of the municipal liaison committees throughout the province from Newman and his gang, they won't set one up. This is just an intolerable situation.

Hon. Mr. Bennett: Speaking directly for the ministry, we have the regional offices. We have found them very effective. The lines of communication between them, that is the representatives in the field, back into the ministry and from them to the people in the communities, have worked very effectively. There might be some shortcomings. Those we have tried to correct as we went along. But the response that I have had from the industrial commissioners and from the mayors and reeves in various locations in this province, has seemed to have been very satisfactory and—

Mr. Stokes: But there is one industrial commissioner for the entire district of Thunder Bay, and he happens to be located in the city of Thunder Bay. The city of Thunder Bay is just a very small portion of the district and he doesn't even presume to speak for other parts. But the Northwestern Ontario Development Council, because it was made up of people representing all of the community, had a collective input. When they suggested a certain course of action, it had the endorsement of everybody in the entire area. For you to suggest that an industrial commissioner can speak for one particular community, can bring the same kind of input and the same kind of knowledge and the same degree of objectivity to a regional development programme—I think you are just deluding yourself.

Hon. Mr. Bennett: It is not my intention to imply that the one industrial commissioner—that is, I would think that you are referring to the municipal fellow and not the provincial representative—would ever want to speak for a community; no more than when northwestern or northeastern had its economic industrial council, was there always a unani-

mous position taken by it. I can recall in our industrial council in the eastern part of the province, there were great variances of opinion as to how things should develop. But we have kept our lines of communications from our people in the regional offices open to those people. We have travelled, we have sent people out from the Toronto office into the field to see exactly what is going on and to review particular situations and how we might improve the economic position. I have referred to the very case just a week ago of Armstrong, where our local people and our people from the office here in Toronto went out and reviewed the problem.

Mr. Stokes: But you don't get an overview and you don't get any collective thinking on what is best for an entire region. You are getting small little groups or one community making application or even one individual going for consultative assistance to your regional offices, as opposed to a complete overview from an entire region. I do hope that you will prevail upon your colleagues to provide something to fill the void that was left by the disbanding of the regional development council.

Mr. Chairman: Mr. Spence.

Mr. Spence: Mr. Chairman, I'd like to ask the minister how many industries were established in the province of Ontario last year, and in southern Ontario in our towns and villages where they have put in new water plants. They are in the process of constructing a sewage plant. That means about \$220 more on the tax sheet in general for the taxpayers of those towns of 3,000 to 3,500, where so many of them feel they have to have some kind of industry or something to help offset some of this high cost of taxes.

They are looking for some industries to give people employment right at home instead of leaving the town with the sewage plant to pay for and water plant to pay for. They feel that something has to be done to get small industries after they have spent this amount of money to cope with the pollution and the water situation. Some of the municipal councils are concerned that something has to be done to lighten the burden on some of the low-income groups in those towns.

Hon. Mr. Bennett: First of all, we fully agree with you that the burden has to be lightened in this by bringing in new industries. Quite often, we have found in our surveys that in the communities where industry should be located they do not even have an industrial park established and ready

for sale to a prospective industry. That's why we hope under the DREE agreement that we might find sufficient funds that will help provide some of the infrastructure that is required to bring serviced industrial parks on the market.

The total number of new industries that came into the Province of Ontario in 1972 was 145. The total investment, both from a plant and machinery point of view, was about \$37 million. The total employment was 4,000 jobs. We can give you 2,750 male and 1,260 female. We can go on to indicate acreage and so on, which I'm not sure is all that significant.

Mr. Spence: That's right.

Hon. Mr. Bennett: To give the exact breakdown, in the central east region, for example, there were 70 new operations; in the central west, 23; in the eastern region, 21; in the northeastern region, 5; in the northwestern region, 5; and in the southwestern region, 21.

Mr. Spence: Mr. Minister, have you any idea where these plants located? Was it in the big cities or in the small towns, or in northern Ontario? Whereabouts did they locate, not right down to a specific quantity but in general? I have no idea.

Hon. Mr. Bennett: We have one list here for the central region. In the central east region there were 70 new establishments: Markham, Metropolitan Toronto, Mississauga, Brampton, Stouffville, Mississauga, which is Malton, Port Perry, Concord, Cobourg, Thornhill, Peterborough, Metropolitan Toronto, Metropolitan Toronto, Chinguacousy township, Richmond Hill, Richmond Hill, Concord, Cooksville, Cannington, Orillia, Toronto, Mississauga, Mississauga, Mississauga, Mississauga, Metropolitan Toronto, Markham, Orillia and Cobourg. That is still in the eastern region—Vaughan and so on.

If I flip over to the central western region we've got Guelph, St. Catharines, Fonthill, Hamilton, Galt, Hamilton, Guelph, Stoney Creek, Thornhill, Waterloo, Oakville, Georgetown, Hamilton, Peel township, Grimsby, Milton, Kitchener, Guelph and New Hamburg.

In the eastern region, where there were 21, we've got Smiths Falls, Lancaster, Millhaven, Kanata, which is just outside Ottawa, Cornwall, Morrisburg, Ottawa, Westmeath township, which is Pembroke, Gloucester township, just outside of Ottawa, Nepean, just outside of Ottawa, Smiths Falls, Renfrew, Gananoque, Winchester township, which is Morewood, Birds Creek, Bancroft, Trenton, Arnprior, Uxbridge and Cornwall.

In the northeastern region, for example, where there were five—Blind River, North Bay, North Bay, Timmins and Sturgeon Falls. In the northwestern region, Thunder Bay, Thunder Bay—all five have Thunder Bay.

Mr. Spence: Are these mostly American concerns?

Hon. Mr. Bennett: The five in Thunder Bay were all Canadian, and the five in northeast were all Canadian; in the eastern region, out of 21, four are American firms.

Mr. Pillgrem: In the central west region, there is one from Switzerland, four from the United States, one from the United Kingdom and the rest of them are Canadian.

We go back to the central—on the first page, one United States, one United Kingdom, the rest Canada; on the second page, one United States, the balance Canada, of about 12 or 15.

The third page, three United States, the balance Canada; fourth page, United States, Japan, United States and the balance Canada; On the last page, two from the United States, so it's about five to one or six to one.

Hon. Mr. Bennett: In the southwestern region where we said there were 21 located, we have one firm from Italy and one from the United States and the balance from Canada.

And, for the member's information, those in the 21 and in southwestern were: Windsor, London, Windsor; Centralia, Windsor, Exeter, Stratford, Windsor, Emeryville, Clinton, Windsor, Stoney Point, Wallaceburg, Ingersoll, Ingersoll, London, Ingersoll, Blenheim, Watford, Chatham and Watford.

Mr. Spence: You have Blenheim on there.

Hon. Mr. Bennett: Where did I say Blenheim? That's correct. Sinster's Canada Ltd. It's an Italian firm.

Mr. Stokes: Any of them receive a set of moneys?

Hon. Mr. Bennett: Some of them might have. I would have to go back and cross-reference them for you to find out. I haven't got that information here. Do you have any of that information?

Mr. York: Not on this list.

Mr. Chairman: Did you have anything further, Mr. Spence?

Mr. Spence: No.

Mr. Chairman: Item 1, vote 1902.

Mr. Haggerty: What is the vote? You haven't called the first one yet, have you?

Mr. Chairman: Well, this is the one—1902, item 1. Carried, provided the minister supplies the member with some information he requested regarding the Ontario Research Foundation.

Item 1 carried?

Mr. Stokes: Well, as a result of the rundown that the minister gave in answer to a question from the hon. member for Kent, you say that 21 new businesses were established in the southwest region, and only five in northwestern Ontario.

Mr. J. Riddell (Huron): You notice Huron was pretty well looked after this time.

Mr. Stokes: Yes, yes.

I am just wondering, though, since we don't have a breakdown or a cross-reference of those 26 firms, whether they enjoyed any assistance by way of performance loans or forgivable loans or under ODC?

It's very difficult for me to conclude that your ODC programme had any significant effect in directing industry to slow-growth areas, when you consider that southwestern Ontario isn't even a part of the province that was considered in the initial programme.

Mr. Sargent: It's a Tory riding area.

Hon. Mr. Bennett: Which part is concerned?

Mr. Stokes: Southwestern Ontario. Southwestern Ontario.

Hon. Mr. Bennett: Right.

Mr. Haggerty: What about London—

Mr. Stokes: When the programme was announced by John P. Robarts in 1967, he said it was an Equalization of Industrial Opportunity programme specifically designed to help slow-growth areas in northern and eastern Ontario. When you give the member for Kent a breakdown of the new businesses established in the time period you were speaking of, and you say there were 21 new businesses established in southwestern Ontario as opposed to five in northwestern Ontario, this sort of makes a mockery of your Equalization of Industrial Opportunity programme.

Hon. Mr. Bennett: New manufacturing establishments in Ontario in 1972 receiving

ODC or NODC performance loans—I am referring to new ones—there were—

Mr. Stokes: In 1972?

Hon. Mr. Bennett: Yes, those are the figures we're working with. In Thunder Bay, for example—we had two in northwestern Ontario.

Mr. Haggerty: Not all for ski resorts?

Hon. Mr. Bennett: No. These are for new operations; those were expanding.

Mr. Haggerty: They were old ones were they?

Hon. Mr. Bennett: I am not sure how old, but they were not original.

Mr. Pillgrem: These are manufacturing only, sir.

Hon. Mr. Bennett: Go ahead and answer that.

Mr. Pillgrem: I notice one of interest—the firm in Blenheim received assistance from the Ontario Development Corp. to establish itself.

Mr. Spence: We appreciate that. It is the only one that did. No, I guess another one did.

Mr. Sargent: Somebody made a mistake there.

Mr. Stokes: We can get to it.

Mr. Sargent: Carried?

Mr. Haggerty: No, I have another.

Mr. Chairman, has the minister given any further consideration or has he changed his views on providing assistance to companies or plants which want to establish themselves in Ontario? Your programme, as I understand it at present, is you can get a loan if you want to go out and buy additional equipment and other things like that, but that's putting the company, perhaps, further and further into debt. Have you changed your views at all on giving capital aid? Sometimes they'll buy a company out and they will need financing to carry them over until—

Hon. Mr. Bennett: Working capital?

Mr. Haggerty: Working capital, this is right.

I think of one particular instance when I believe I was in contact with your ministry concerning a shoe factory in Port Colborne.

It is a new plant and employs some 30 persons. I know it had a financial problem.

Not that it would be called much of a problem, but the problem was that it would be three or four months before the owner received any returns for the products he sold. He was dealing particularly with special types of winter boots—snowmobile boots and ski boots and matters like that—and the market was down in the Province of Quebec, I guess, and he had a problem with financing. He had to look after his payroll and that and money just didn't come through.

I know he applied—and I made inquiries on his behalf—to your ministry, but for some reason he was turned down. He still has a struggle waiting for his money to come in after the product is sold I was wondering if you had had a change of heart so that some assistance, some working capital, could be given to some of these companies.

Hon. Mr. Bennett: Under the term-loan programme, we have a working capital fund he can apply for.

Mr. Haggerty: I think he applied for—is this new?

Hon. Mr. Bennett: No, it has been there for—I would certainly have to check on the exact period of time, unless one of my people in the ministry knows exactly. I know it has been there as long as I have been in the ministry.

Mr. Haggerty: I know he wasn't too successful. Thirty new jobs were created by this and I thought we can't afford to lose 30 jobs. I know he was working through the bank manager in the city of Port Colborne, and he thought they could only carry on so long with him. And, of course, for over a month they were just left out in the dark with it.

Mr. Pillgrem: Have you the name of the firm?

Mr. Haggerty: Pardon? I can't give you the name. One of the answers I did receive from your ministry staff was: "He can take in other partners." Of course there were many of them, sitting and waiting to pounce on this thing because he had something good going.

These leather suppliers were glad to get their hooks into the company and said: "Sure, we will give it to you this way, but we want an interest in it." This fellow started from scratch. He said: "No way am I going to let somebody take something I have worked on for myself." So he is struggling through.

Hon. Mr. Bennett: If he can't secure a loan from a private institution—his bank or so on—we are still a lender of last resort. We are there to try and fill in that void that appears in the industrial field every so often, as long as he can meet the requirements.

Mr. Haggerty: I will see if I can get you the rest of that tomorrow.

Hon. Mr. Bennett: Right, if you would.

Mr. Chairman: Will the member pursue that one with the minister? Mr. Wiseman.

Mr. Wiseman: Yes, Mr. Chairman.

I am really provoked lately with our regional office in Ottawa. About four or five times I got in touch with them and told them that a certain person wanted to see about getting a loan to enlarge his business or to start another business; and darn it I have never heard a thing back from them.

I know they contacted the man, but it was just brought back to me last weekend that they said there's no way he could get the money. But the member of the House in this instance is still out in left field. He never receives any communications from that office.

I always set them up; phone the person, and I tell them what we are trying to do; what the fellow wants and to get in touch with him. But I have never had a letter back stating that John Jones didn't get the loan.

In some cases the people are quite mad at the government; maybe because they haven't got the answers they figured they wanted. But I should at least get the reason, I think—after all, I made the initial communication with them—as to why the person didn't qualify.

Perhaps maybe they don't know at all.

I thought maybe if I brought it up here you would have another look at it. I never get a chance to do this because they just tell him no and that's it. The people are provoked. They don't come back, as I say. There should be some arrangement through these offices so that the member is notified, that they come back to him and let him know where the person stands as far as the loan goes.

Hon. Mr. Bennett: I guarantee—

Mr. Wiseman: Otherwise I am just going to bring them up here and bug you fellows with them.

Hon. Mr. Bennett: I guarantee we will follow it up, because instructions have gone out from the minister's office to Ontario

Development Corp. that if a member inquires then the member is to be kept advised of what is going on. And it shouldn't only be when a loan is being successfully applied for that he should be informed. He should be informed as the day goes on as to what happened to Joe's application.

Then it might also resolve the problem of everybody winding up, eventually, in the minister's office with the problem. Nine times out of 10 I haven't got a clue that the application has even been made.

We will follow it up.

Mr. Wiseman: I thought that was why we had these offices, to do this very thing.

Hon. Mr. Bennett: That's right.

Mr. Chairman: We have been doing a bit of wandering now, really, because this is under ODC. Mr. Sargent, time for one brief question.

Mr. Sargent: Mr. Minister, I am glad to hear you have working capital available on a term-loan deal. There was a story in the Financial Post a few months ago, about Herman Cayuga, a small plant with 40 employees.

The working capital was gone, the receivables weren't coming in, so the bank closed in on them. The man had one alternative, to come down here and borrow the money to stay in business or go broke; or secondly, to sell to a firm in Buffalo. His recourse, according to Financial Post, was to sell the plant to the firm in Buffalo. They in turn came to you and got the money to operate the plant.

I know this is a people problem—it's people who make the decision—but this is what makes people lose faith in the system. I think you should check that one out.

Hon. Mr. Bennett: I checked it out, I think, at the time. The man was at that time extended far beyond anything that was even realistic. He had gone down the road on loan programmes already with government agencies, to a point where it was just about insane to go even one step further. I will check it. I recall the Cayuga deal coming up.

Mr. Sargent: That's not the story of the deal by Financial Post. It was not that sympathetic to you people.

Hon. Mr. Bennett: The stories are very seldom sympathetic to the government and its agencies.

Mr. Chairman: Item 1 carried?

Mr. Stokes: I have one brief observation.

Mr. Sargent: Finalizing that then, people should know about this, those in business across this province. You should do some PR work and say these things are available. Let's have some full-page ads in the paper; and not at election time, tell them now.

Hon. Mr. Bennett: May I just answer, Mr. Chairman, the question of the advertising? It is a barrier that I have encountered since I've been minister, trying to find out why we don't advertise the programmes of ODC in a newspaper. The chartered banks and so on raise hell the moment the government takes the initiative to say to people: "Here; you are having trouble—"

Mr. Sargent: Tell them to go to hell!

Mr. Stokes: So what?

Hon. Mr. Bennett: I agree with you, but there are times that they come back to us and want to know if we are a lender of last resort how can we possibly go out and advertise? We are looking at it and I still person-

ally think we should be doing some extensive advertising.

Mr. Sargent: Yes, sir.

Mr. Chairman: Jack, have you got one quickie?

Mr. Stokes: One quickie: I just want to say that you have answered my question about the effectiveness of the ODC and the NODC performance loans on a region-by-region basis.

As for the new manufacturing establishments in Ontario, out of a total of \$956,000 in 1972, only \$74,000 went to northwestern Ontario and not a penny to northeastern Ontario. There's your answer.

Mr. L. Maeck (Parry Sound): And nothing to Parry Sound either.

Mr Stokes: No, no.

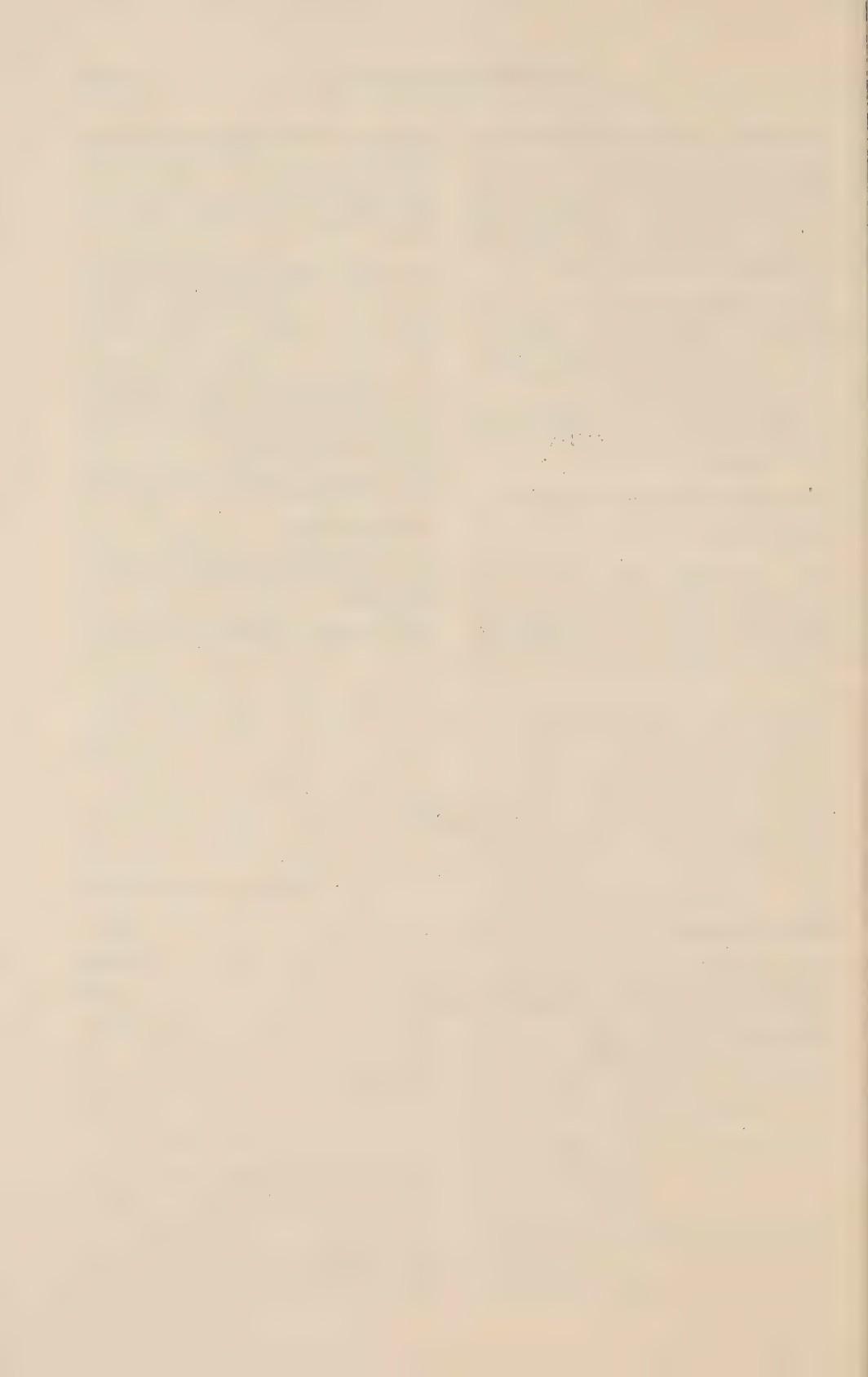
Mr. Chairman: It being 10:30, we are adjourned until approximately 3 o'clock tomorrow afternoon.

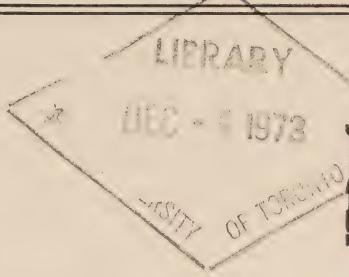
The committee adjourned at 10:30 o'clock p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Industry and Tourism

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Tuesday, November 13, 1973

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, NOVEMBER 13, 1973

The committee met at 3:15 o'clock, p.m.

ESTIMATES, MINISTRY OF INDUSTRY AND TOURISM

(continued)

Mr. Chairman: The meeting will come to order. While discussing item 1, vote 1902, there was a matter of some questions concerning the Ontario Research Foundation. A couple of members were interested and I thought perhaps before the members start rolling in we could dispose of this matter. Mr. Haggerty.

Mr. R. Haggerty (Welland South): Thank you, Mr. Chairman. I appreciated receiving a copy of a report this afternoon dealing with the Ontario Research Foundation. Just breezing through it in the short period of time, perhaps I would suggest to the Chairman that it should not be in this vote under the Ministry of Industry and Tourism. The information that is contained in it deals more with the environmental field, if anything. Perhaps it should come under the Ministry of the Environment in the future.

I was looking on page 16—

Mr. E. Sargent (Grey-Bruce): Where are all the people? How can you operate this thing?

Mr. Haggerty: We operate.

An hon. member: We knew you were coming.

An hon. member: Don't be a Morty.

Mr. Sargent: It is illegal. You have to have seven people.

An hon. member: One, two, three, four, five, six, seven.

Mr. Sargent: You count for two.

Mr. Haggerty: On page 16, the ORF report says:

Considerable concern exists over the presence of trace metals in the atmosphere. A review of the sources, concentrations, fate and health effects of these materials

was prepared for the air management branch, Ontario Ministry of Environment. Of the 25 different trace metals detected in the atmosphere, lead, mercury, cadmium, nickel and beryllium present the most urgent problems. Curbside lead—

I suppose the point that I'd want to explore a little bit further would be the matter concerning lead trace metals. What studies have you done and where have you completed these studies? Have you done anything outside of your laboratories?

Mr. W. R. Stadelman (President, Ontario Research Foundation): This work, as I recall, was done for the air pollution control directorate of Environment Canada. It is different from the Ontario section.

Mr. Haggerty: Environment Canada?

Mr. Stadelman: Yes. The report says:

Curbside lead and cadmium levels were measured at 12 of the most heavily travelled intersections in downtown Toronto on behalf of the air pollution control directorate, Environment Canada.

I'm not familiar with the data. I might come back a little bit and enlarge on this question of the environment. I would say close to one-third of our contract work today has something to do with some aspect or other of the environment.

This is quite a marked change from 10 years ago. This marked change in our operations has resulted in us establishing the department of environmental chemistry, which does most of the environmental work that we do, but certainly not entirely. If you read through the report you will see that problems in environment are touched on in most departments—the department of engineering, the department of physics, the department of metallurgy and the department of applied chemistry.

I'm not familiar with the details of such things as the lead and cadmium levels. But if there are any particular questions, I'd be delighted to dig it out for you.

Mr. Haggerty: I suppose one of the main topics now is Canada Metal here in Toronto.

I was just wondering if any research has been done in this particular area, or will there be research done in it?

Mr. Stadelman: I really can't answer that. We work as a contracting party for the Department of the Environment or the air management branch of the Ontario Ministry of the Environment.

Mr. F. J. Pillgrem (Deputy Minister): Or by contract from a private firm.

Mr. Stadelman: Or by contract from a private firm as well.

Mr. Haggerty: Mr. Minister, has any study been completed or is there any study at all being contemplated on the environment, particularly on those entrances on the Peace Bridge at Fort Erie and the ports of entry at Lewiston, dealing with automobile emissions from cars going back and forth between Canada and the United States? What effect does it have on the health of those persons employed in that type of environment?

Mr. Stadelman mentioned something about research for the federal department. This raises a question for me concerning customs employees, immigration employees and bridge employees who are there.

Mr. Chairman: I'm afraid I'm going to have to rule the member out of order. He's getting into another field entirely.

Mr. Haggerty: The ministry is talking about spending \$2.5 million here. Let's put it this way—

Mr. Chairman: The president of the Ontario Research Foundation has outlined some programmes they had undertaken at the foundation. But I don't think this vote allows us to get into the whole kit and kaboodle of environmental problems across the province.

Mr. Haggerty: Let me put the question this way to you, Mr. Chairman. Out of the \$2.5 million, what is allocated for study on automobile emissions at the ports of entry in Ontario?

Mr. Stadelman: On automobile emissions at the ports of entry, I would say none; but we have been doing some work on the automobile emission problem with funds from your department. Just let me find it here.

Mr. Haggerty: Were these the ones that were carried out, I presume, at the two skyway overpasses, at St. Catharines and Burlington? I believe there was a letter from the Treasurer (Mr. White), stating that one

of the reasons why the tolls were being removed on the bridges was due to the environmental hazards that exist at these locations.

Hon. C. Bennett (Minister of Industry and Tourism): I understood that was correct, that there had been some studies carried out on the skyway.

Mr. J. E. Stokes (Thunder Bay): Surely, that's the responsibility of the Ministry of the Environment.

Hon. Mr. Bennett: Again, it's a contract situation. If the Minister of the Environment (Mr. Auld), or TEIGA for that matter, wanted the Ontario Research Foundation to carry out a particular type of study, they would then approach the Ontario Research Foundation and enter into a contract with them to commence the work at a certain date.

Mr. Haggerty: Have there been any contracts for this particular purpose with the Ontario Research Foundation in the past year?

Mr. Stadelman: With respect to the employees at these bridges, not to my knowledge.

Mr. Chairman: Have you any more questions then?

Mr. Sargent: Yes, Mr. Chairman. If I may go back on this a bit, Mr. Minister, you have established you are going to give 90 per cent financing to the north—

Mr. Chairman: Just a moment. This has nothing to do with the Ontario Research Foundation then, Mr. Sargent, has it? We are just tidying up that item left over from last night, if you recall.

Mr. Sargent: What vote are you on?

Mr. Chairman: On vote 1902. We were just tidying up that portion of item 1. You recall that we weren't able to have the director of the Ontario Research Foundation here last night. If that's the case, is item 1 carried?

Mr. Sargent: We passed item 1 last night.

Mr. Chairman: We held up that matter.

Hon. Mr. Bennett: You asked that the Ontario Research Foundation be held up, if you will recall.

Mr. Stokes: I have a particular interest in the Ontario Research Foundation because a good deal of the work that has been done there could give some buoyancy to the econ-

omy of northern Ontario by way of assisting mining companies though ORF metallurgical undertakings. I know of some that have been undertaken by the foundation. As a result, I think we will soon see some tangible results from those studies.

Before you get into the metallurgy, and I don't have a copy of the latest report, could you give me some idea of the amount of contract work that you have done, whether it's self-sustaining and to what extent the public purse underwrites the cost of your operations?

Mr. Stadelman: The report that you have in front of you is dated 1972. In that year, we did \$3.5 million worth of contract work for Canadian industry, for the federal government, for the Ontario government, for foreign companies and others. Of the total income, which was \$5.6 million, \$2,076,000 or 37 per cent was for Canadian industry. I will go down with the percentage and then I will come back and answer your point about the costs. Of that amount, 14 per cent was for the federal government, seven per cent was for the government of Ontario under contract and four per cent was for foreign and other sources in Canada.

The grant from the province, which is the equivalent grant that you are discussing now, amounted to 33 per cent of our total income. We had interest income of about three per cent.

That's the percentage breakdown of our income. Our total industrial income is about 40 per cent of the total. Our total governmental work grant, plus contract, in Ontario is about 40 per cent of our income.

Coming to the Canadian industrial work, I was told that one question was whom we worked for last year. I would be pleased to hand out a list of the 725 companies we worked for in 1971. I haven't got the data for 1972.

Mr. Sargent: Any more of these?

Mr. Stadelman: Unfortunately, I brought only four. I can give you more if you would like.

That is a list of the 725 companies that we worked for in Canada. I would also like to give you one sheet which breaks down the work of the foundation in another manner.

If we turn to the single sheet, we see that in 1971 we did 2,270 jobs. Those jobs were performed for 725 companies. These are all Canadian; there are no foreign companies in here. Of these jobs, 2,000 of them were

for less than \$1,000 each and they constituted 14 per cent of the total income of the foundation. The jobs between \$1,000 and \$5,000 accounted for 14 per cent of the income as well, and the number of them was 115; between \$5,000 and \$10,000, number of jobs 37, per cent of income 13; between \$10,000 and \$30,000, number of jobs 24, amount \$376,000 or 18 per cent. Jobs over \$30,000 totalled 14 and they constituted 41 per cent of the income.

Where did they arise? Well, 34 per cent of these jobs arose within Metropolitan Toronto; 28 per cent—an additional 28 per cent, that is—were outside that area but within a 50-mile radius of Toronto; 30 per cent were in Ontario; and eight per cent were in the rest of Canada.

At the bottom of the list we say "number in top 100." The reference there is to the top 100 companies as listed by the Financial Post. It is the listing that starts with Imperial Oil and goes down by size of sales through the first 100. We wanted to see what percentage of our work was done for very large companies, a question that Mr. Sargent asked me some time ago. We found that 33 companies were in the top 100.

Mr. Sargent: These are projects?

Mr. Stadelman: Well, yes. I am talking about a question which was given us yesterday about jobs for a given amount of money—from about \$500 to as much as \$50,000.

These 33 companies placed 226 jobs with us and they accounted for—

Mr. Sargent: What is the alternative? If you didn't do this, what would happen?

Mr. Stadelman: The alternative, in many cases, I think is that you would have to get the work done in the United States.

Mr. Sargent: Where in the United States?

Mr. Stadelman: There are institutes like the Stanford Research Institute, Battelle Memorial Institute and Arthur B. Little, which is a private group that does the same sort of work that we do, only they are very much larger and much less industrial.

Mr. Sargent: There is no public financing involved there?

Mr. Stadelman: I would have to take out Arthur B. Little, as I don't know. It is a private company and it doesn't publish its results. But take the two largest contract research organizations in the United States,

Stanford Research Institute and Battelle Memorial Institute; the work that they do for government constitutes 85 per cent of their income. The work they do for industry constitutes 15 per cent. Our work for industry is 40 per cent. The work we do for government is 60 per cent. I guess it is—yes, federal and provincial, and the grant.

Mr. Sargent: Where would the federal government go? Would they go to any other province?

Mr. Stadelman: Yes, there are organizations similar to the Ontario Research Foundation, but not identical, in British Columbia, Saskatchewan and Alberta; one has just been formed in Manitoba, there is one in Quebec.

Mr. Sargent: Public financing?

Mr. Stadelman: Yes, in Quebec. You shouldn't have asked that one. The one in Quebec gets \$5 million a year from the Quebec Legislature to do about the same thing we do—and I don't think the industrial participation is anything like what we have.

There is also one in New Brunswick and one in Nova Scotia.

Mr. Haggerty: Is this information available to members here? I am talking about the research that is being done, particularly dealing with the environment. Is that information available here to members of the Legislature? Or is it confidential?

Mr. Stadelman: I think the work that we do under contract, whether it be for government or for industry, we consider to be confidential work.

The work that we do for the grant money that you are voting on is reported each year through this department in a book that looks like this. It is very non-technical, and we say in it that if you want the technical reports, we have got them, and we will give them to you. But I don't think they would be of any use to the department. The synopsis is given like this.

Mr. Sargent: If you take on a deal, do you have any agreement whereby if any new technology comes up does the province share in the patent or copyright?

Mr. Stadelman: On the work that we do under the grant from this department, we license it. You have to pay for any work we get out of that. We have to license it to the industrial companies, and we prefer to give it first to a manufacturing establishment in

Ontario. In any event we always retain for manufacturing establishments in Ontario the right to license this particular work.

The work that we do for either the government or for industry we consider to be their private property and they own all rights since they pay all costs.

Mr. Sargent: So your recovery is almost nil then?

Mr. Stadelman: The recovery of this grant? In that sense of licensing out, yes. We made a report to—

Mr. Sargent: If this grant wasn't to be paid, what would happen? Would you fold?

Mr. Stadelman: In due course. I think the quality of our work would slowly decrease and we would have to offer our services on a much narrower basis.

I will put it in a different way. At the present time in certain departments we hold the grant money and the research work as a backup. So long as the industrial work comes in, it gets first priority. When that falls off, then they fall back on the projects that we do for you people. Is that the—

Mr. Stokes: What percentage of the work would you do for private industry as opposed to strictly basic research? I am not talking about a response to a particular industrial problem, or something that you are called upon to research and solve for a particular industry. Do you do any basic research into things like solar heat as another means of energy? Do you get into anything as complex as that?

Mr. Stadelman: No, we don't. We consider our primary function is to provide a contract research facility for the use (a) of government, and (b) of industry. We concentrate on industry because we feel that was one of the big pushes.

Mr. Stokes: So it is not likely that we will read in the paper a year or five years from now that the Ontario Research Foundation made a major breakthrough?

Mr. Stadelman: No. We would be happy if you read that the work that we carried out for, shall we say in your case, Steep Rock, led to the establishment of a steel business at the Lakehead. That is really our objective, rather than a breakthrough and winning a Nobel prize.

Mr. Stokes: Have you done any work specifically on a jet steel mill, or on electric

furnaces to make them viable in smaller communities?

Mr. Stadelman: Yes, we have carried on extensive programmes over the years—nothing last year—on various techniques which we hope would allow the economic size of steel mill to be much smaller than it is now. You realize that an economic steel mill now costs an extraordinary amount of money—I believe it is upwards of \$750 million—which prohibits the location of steel plants other than very close to their markets.

We have done a number of programmes with this in mind, none of which are now in operation. None of the processes are used any place in the world. Every once in a while interest revives in one of them called our direct smelting process. We also have looked at jet smelting—which I believe you referred to—as a means of doing this. I think there is still some interest in the possibility of establishing at least a smelting operation or a reduction operation close to the mine, but I can't say any more than that.

Mr. Stokes: All right. You mentioned the different branches that you had and this is something that's been a concern to me for a good long while, coming from the north. Will you undertake a programme whereby you will look for ways of making summers in the north much more bearable by devising ways and means of getting rid of mosquitoes and black flies?

Mr. Stadelman: That is quite an undertaking. These are very complex problems.

Mr. J. Riddell (Huron): You haven't got them all up north.

Mr. Stadelman: I suppose if some very generous supporter came along and asked us to undertake this, we certainly would.

On the use of potential low heat sources—I mean by that, some of the heat from the atomic reactors is at a very low level, therefore it's difficult to use it. It's easier to use heat at a very high level, and we have looked at various means of doing that. For instance, at the possibility of heating acres of ground so that you could grow two crops during the season. You must have a source of low grade heat in vast quantities to do this. I think we found out that the Pickering plant would support more greenhouses than there are in North America.

So we have looked at some of these problems in a minor way, but never in a major effort. I am sure there are other overwhelm-

ing problems when you start changing the temperature or the climate vastly. However, the mosquito one is certainly one that can be looked at.

Mr. Stokes: What did you do for the AMIK association? I see you did something for Mr. Sargent here—not the same, I guess. There is one here that intrigues me and it's the AMIK association. It's on the first page of the—

Mr. Stadelman: I see it.

Mr. Stokes: Yes.

Mr. Stadelman: I couldn't recall, sir.

Mr. Stokes: The reason why I am asking is because this is a group—it's a native corporation. It's a group of Indians from north-western Ontario operating in the Kenora area and I am wondering if it had anything to do with wild rice.

Mr. Stadelman: I wouldn't know.

Mr. Stokes: I notice you have done something for Algoma Steel—I am aware of that one—and Steep Rock Iron Mines. As I say, I would be interested to find out what you did for AMIK, and whether or not—

Mr. Stadelman: Oh, I would be delighted to send it to you, but I can't recall. You know, there are 725 here, there is just no way.

Mr. Stokes: Right.

Mr. Stadelman: I will look into it and let you know.

Mr. Stokes: I just hope that you will continue on with the good work that you are doing and maybe if we could find another million or two million dollars for them we could get down to some of the basic problems. Insect control is one that would be a boon to the tourist industry and make outdoor living much more bearable if you could come up with a solution to at least control them in specific areas.

Mr. Sargent: Under a Liberal government, you will have that.

Mr. Chairman: Order.

Mr. Sargent: Mr. Chairman, what is the time factor involved in the estimates here?

Mr. Stokes: We will finish tonight.

Mr. Sargent: Are you going to finish tonight?

Mr. Chairman: Somebody said they would be wound up, Mr. Sargent.

Mr. Sargent: I see. The time factor is tonight; you are going to draw the line, eh?

Mr. Haggerty: No, we can't draw the line.

Mr. Chairman: The line has been drawn for us, proceed.

Mr. Sargent: I'm asking, do you know?

Mr. Chairman: It is 10:30.

Mr. Sargent: It is eh? Okay then—

Mr. Chairman: It is a day's extension at that.

Mr. Haggerty: I have one more question.

Hon. Mr. Bennett: May I just interrupt for a moment to clarify the situation? I think in the House yesterday there was some agreement that we would adjourn at 6 and come back at 8:30 and stay until 11 to allow time for the Speaker's banquet this evening. That was an announcement in the House yesterday, but I think it would be well to—

Interjection by an hon. member.

Hon. Mr. Bennett: No, it was a suggestion by Mr. Winkler to the opposition parties that in respect of the Speaker's banquet this evening the House would come back in at 8:30 and adjourn at 11.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Yes, the member for Thunder Bay hit on a subject that I thought we should be pursuing here, perhaps at all levels of government. He had mentioned the words solar energy. Now I know in Japan at the present time they are concerned about the energy crisis that exists in Japan. I see over there in Japan they are spending some \$50 million to bring in some type of a scheme on solar energy so that they'll have energy in the future.

Has there been any direction through your government to direct Ontario Research Foundation to get into such a programme? What are you going to do with this energy crisis, in other words, if we don't have the oil and natural gas flow and so forth? Has there been any direction at all by the government to have a contract with the ORF to perhaps work on solar energy?

Hon. Mr. Bennett: Mr. Stadelman might be able to tell us as to whether he has had

any preliminary discussions with Mr. McKeough's Ministry of Energy.

Mr. Haggerty: Or even the federal government.

Hon. Mr. Bennett: Or the federal, right.

Mr. Stadelman: We have had discussions with the Ministry of Energy of the province about various things in the past six weeks. We have submitted at their request a number of areas that from our viewpoint we thought it important to look at and they'll consider these.

Mr. Haggerty: Was solar energy one of the areas?

Mr. Stadelman: Solar energy was not. But I just might mention that two weeks ago, I guess I was the guest of the Japanese government in Japan, at a meeting of the Club of Rome.

Mr. Stokes: What do you mean you guess?

Mr. Stadelman: They paid my expenses.

Mr. Stokes: Oh, guest.

Mr. Stadelman: Guest, yes. That's what I mean.

Mr. Stokes: I thought you said, "I guess."

Mr. Stadelman: No, I was a guest of the Japanese government. I didn't find out anything they were doing on solar energy, but I did notice that it is common practice in Japan to put a square box about so square and about that deep on the roof. Every house had these things, and you know there are millions of houses in Japan. We don't know what problems are until we go over there. I was told that at night when the man returns home from work that is the source of the hot water for his bath. So they are making use of solar energy in a very effective way.

Mr. Haggerty: I thought he was going to have his batteries charged.

Mr. L. Maeck (Parry Sound): What does he do on cloudy days, I wonder?

Mr. Stadelman: I don't know.

Mr. Haggerty: Store it up. But there have been discussions with the ministry then, and solar energy wasn't one of them? You wouldn't want me to prod a little bit further would you, Mr. Chairman, to find out what other—

Mr. Chairman: It is all very interesting—but.

Mr. Haggerty: But what? It's right on this vote. I mean how many millions of dollars are we going to be spending on this new research that the government has moved into?

Mr. Chairman: We are interested in the amount of money indicated in this vote.

Mr. Stokes: One final question as far as I'm concerned. Were you ever asked to get involved in the preliminary examination of the Onakawana lignite deposits and why was it necessary to farm that out to Alberta?

Mr. Stadelman: Oh, I guess it is Alberta that's—I'm not too familiar with the developments there, but I guess it is the people in Alberta who are thinking of putting up the money and going ahead with the project. Is that what you mean?

Mr. Stokes: No, we're putting up the money.

Mr. Stadelman: All right, I don't know who is putting up the money but—

Mr. Haggerty: There is something in your report dealing with that.

Mr. Stadelman: Yes, we did. I think the first association of the foundation with the Onakawana lignite deposits goes back about 30 years. So at various times various things have come up that we have been requested to do with it. I think the most recent was a survey, requested by us to determine, if I recall correctly and I may be wrong, whether it was possible to use this material —gosh, I shouldn't say this, I've forgotten.

Mr. Stokes: We won't quote you.

Mr. Stadelman: I think it was to look at its possibilities as a source of heat—it plays a role then, obviously, as a source of electricity with the deposit in place, like they are thinking of for the gasification of coal.

Mr. Haggerty: I think this would be—

Mr. Stadelman: That is what it was. You know, I forgot in the course of a year.

Mr. Haggerty: I just can't find it right now, but I think I read it before anyway—

Mr. Stadelman: That was done for, I guess, a board of the Ontario government.

Mr. Stokes: Did you feel that you weren't competent to carry out the kind of research

that Manalta has undertaken? You didn't have the time, or what was it?

Mr. Stadelman: I am not familiar with what work they were required to do. I am bold enough to say that I think that we're quite competent to do most of this type of work.

Mr. Stokes: That is what I thought.

Mr. Stadelman: I don't know what was done. There may be reasons.

Mr. Chairman: Shall item 1 carry?

Item 1 agreed to.

Mr. Chairman: On vote 1902, item 2, trade development, Mr. Sargent.

Mr. Sargent: Mr. Minister, if I may I would like to go back to the established point that you have set up a plan—maybe it's not the right vote to talk about it—but in the north you are going to give 90 percent financing—

Mr. Chairman: No, that will be under NODC.

Mr. Sargent: Under NODC.

Mr. Chairman: Trade development. Carried?

Mr. Sargent: Oh no, no. I want to hurry it along, but not that fast.

Under trade development you are talking about the offices you have around the world. Is that what you are talking about now? And we are told you have 16 offices, yet I find in one of your speeches that you have 22 offices.

Hon. Mr. Bennett: We have both international offices and field offices in the province.

Mr. Sargent: Oh you have 22 offices throughout Ontario, and 16—I see, I'm sorry.

What was the business generated last year through your foreign offices? Is that a fair question?

Mr. Haggerty: That is a good question.

Hon. Mr. Bennett: Let me, to the member, see if I can get something more specific. You were referring to businesses located—

Mr. Sargent: Well, the function is to what? It is tourism and industry. You want to bring industry here.

Hon. Mr. Bennett: That's correct.

Mr. Sargent: You take your junkets over there, your affluent establishment goes on these—I have never been invited on one of these things.

Mr. Chairman: Not yet.

Mr. Sargent: And I don't—the member for Haldimand-Norfolk (Mr. Allan) has never been invited on one. Who gets to go on these things?

Hon. Mr. Bennett: First of all in the trade missions we are going to discuss—

Mr. J. N. Allan (Haldimand-Norfolk): I have not been invited yet, what are you talking about?

Mr. Sargent: No, I know you haven't. Let's get going on this thing.

Mr. O. F. Villeneuve (Glengarry): Provided you pay your own expenses.

Hon. Mr. Bennett: I haven't had one yet either.

Mr. Sargent: You had enough last year. That big booze racket.

Hon. Mr. Bennett: That was a good name that you put to it.

Mr. Allan: Do they have—

Mr. P. A. York (Assistant Deputy Minister): Mr. Sargent, if I may just enlighten you as to the number of hats that our people wear in the foreign trade offices. They are charged with responsibility.

Mr. Sargent: The number of what they wear?

Mr. York: The number of hats and the things they do. Perhaps we can relate it to the specifics.

They are responsible for the development of three items: Industrial development, trade development, and tourism development. In industrial development they seek out and persuade industrial developers to come here and invest in new plants. They do that in joint ventures where, you might say, we act as a marriage broker to consummate some new patents or ideas which are brought here, linked together with Canadian capital and made into new joint ventures.

If we can't do that, we try to find a licensing arrangement where a product formerly not made in Canada is then brought in and manufactured in Ontario. We try and persuade them to do some subcontract work

and take up the slack which exists in many of the plants around here.

One thing we do is to travel around and these people in our foreign offices always keep their eyes on new technology which can assist in bettering the product processes within Ontario.

In marketing, what we do is find reliable agents and distributors who handle Ontario-made products. They convince foreign buyers and agents to make direct contacts with Ontario manufacturers, thereby increasing the exports and assisting the production of Ontario goods.

As you know, we have sales missions emanating from Ontario 26 times—

Mr. Sargent: Do you have a performance statement from any one office to show us?

Mr. York: From one office? Yes. I am just going to cover this very briefly. In tourism it's the same thing; they wear about 15 hats on behalf of Ontario manufacturers.

As an example, sales missions last year—and I am speaking of 1972—there were 26. They visited 21 countries; 197 companies participated and they brought back \$19 million worth of sample orders for that year.

Mr. Sargent: How do you know that?

Mr. York: How do we know that?

Mr. Sargent: I don't believe that.

Mr. York: All right, I can prove it to you, sir. What we do, Mr. Sargent, is this. As you know, each member of a mission is required three months after he returns to fill out a confidential report on what transpired during that mission. This is signed by the president of the company and, of course, it is not divulged in specific instances; the totals only are released. We have on file, for anybody's inspection, the sum total of—

Mr. Sargent: Let's see one.

Mr. W. A. Fowler (Director, Trade Development): It is a type of form they fill in.

Mr. Sargent: No, I mean I would like to see about \$19 million worth of orders. I would like to see that.

Mr. Fowler: If you like to come to the office, I can show them to you.

Mr. Sargent: That's a deal. I'll do that.

Mr. York: We would be very happy to do that. Obviously we wouldn't want to release this because these are confidential figures,

but for any individual we would be delighted to sit down—

Mr. Sargent: But if you have access, I should have access to it.

Mr. York: You do have access, sir. We are giving you the invitation now to come in and look at any sales mission, any number, anywhere it went, and show you specifically what company participated and the number of sales made, signed by the highest authority in that company.

Mr. Sargent: That satisfies me. Maybe someone else has some questions.

Mr. Chairman: Mr. Stokes?

Mr. Stokes: Yes, I want to find out, in more specifics, whether either your trade development or your tourism development with your foreign offices is oriented toward a specific slow-growth area of the province. I seem to recall very vaguely that you did take some people from northern Ontario on foreign missions to try to expand the resource industries and the potential for greater utilization and greater development of those resource industries. I realize you can't give me the specifics but you should be able to give me, in general terms, the results of those particularly in areas that we would consider to be our traditional markets.

Mr. Fowler: Mr. Stokes, I do not have with me the actual names of the companies which have been taken on our missions. I could supply you with that information. Many of them have been from the north. When we are putting together a mission we try to take those companies which we feel would have the most success in that market, taking everything into consideration. If they are from the north or wherever they are from, yes, they do go on a mission.

I think the mission you are referring to is the one we took from the Thunder Bay area into the Minneapolis area a few years ago. I don't have the actual success of that particular mission because I think that was back in 1971, if I am not mistaken, sir, and I only have 1972 with me.

Mr. Stokes: It was my impression it wasn't too successful.

Mr. Fowler: It wasn't too successful, no. It was an attempt. Very often the first time, such as that was, that a mission goes into an area, it is a feeler. The manufacturer sometimes does find out the reason why he hasn't been successful. He comes back, makes

adjustments to his product, goes back on his own and then usually does get business. One of our methods of getting a man into a market is to take him on a sales mission. If he doesn't make that move, he will never be able to enter the world markets.

Mr. Stokes: The reason why I ask is that in the overall scheme of things, it may not appear to have any great significance but I want to assure you that it does in terms of the economy of northern Ontario. The reason why I say this—and this is something that I discussed with the former minister, as well as the Minister of Natural Resources (Mr. Bernier)—is I want to relate this to the tremendous increase in the use of wood-based products. If you go into any store of whatever kind right across the province, and in particular in Metropolitan Toronto, whether you go into a gift store, whether you go into a department store or a supermarket or a drug store or whatever, you will find an ever-increasing number of products that are made wholly and solely of wood.

You will find wood from the Philippines, you will find wood from Taiwan and you will find wood from almost any jurisdiction you care to mention. We are selling it on our shelves as gift items and as items for the kitchen, such as breadboards, rolling pins, salad bowls, you name it. There is a tremendous market for this sort of thing, yet we are importing 90 per cent of it from other jurisdictions.

I come back to something I said in my opening remarks when I quoted Mr. Stevens. He said it wasn't really the cost of producing an item, it was promoting that item. We have a variety of wood species that are very attractive and we just don't seem to appreciate the tremendous resource that we have just crying out for orderly exploitation. It is a multi-million-dollar industry. Yet I think I am safe in saying that 75 per cent of the hard-wood cores that we wrap our paper around aren't even manufactured in the Province of Ontario. We get a lot of them from Quebec.

Take little wooden matches and toothpicks. Very few of them are manufactured within the Province of Ontario. We import them. Why? Here is a field in which we could lend some viability to areas that owe their existence to the use of wood fibre. We are not taking advantage of it. We are letting somebody else invade our markets. I don't think we have even scratched the surface in this. That is why I asked you just how successful it was. Maybe you people can't see the forest for the trees.

An hon. member: The toothpicks for the forest.

Mr. Stokes: The toothpicks for the forest, as somebody said.

I think there is a tremendous potential here. I know of a good many small entrepreneurs who have approached your people in the regional offices trying to get into some kind of production such as this and trying to get off the ground and, for whatever reason, it just hasn't happened. I don't think that you people should be sitting down and waiting for someone to come knocking on your door. There is an obvious potential there. If you have to motivate people, I think this is what you should be doing.

Let me invite you, the next time you walk into a store, to glance around and find the number of products that are made wholly and solely from wood. I see the timber operations in the north where, because of economies of scale and mechanization, there are literally thousands of cunits of wood going to waste every day because they are a little bit too small to use as bolts for plywood or they are a little bit inferior in quality because of a colour blemish or something like that.

I could show you pictures I took this summer of an operator who went into a small restricted area to highgrade that area for birch veneer. Now, birch veneer is very high quality. It's hard to come by and there's a lot of wastage in looking for that which is suitable for birch veneer bolts. Associated with that kind of an operation is tremendous waste and this fellow tried; he turned heaven and earth trying to sell that to somebody so that it wouldn't go to waste. He's very conservation-minded.

I can show you 75 cords of good quality birch along one road; it could be turned into salad bowls; or you could have made breadboards or rolling pins or any one of a thousand items that are made wholly and solely of wood. That went to waste. It was lost to the economy. The jobs were lost and I don't think we're husbanding our resources properly when we let things like that happen.

I think that you people should do some basic research into those markets to see whether we can't invade them and make better use of the resources that we do have in such abundance and which are going to waste at the present time. Let's get a lot of people off welfare and make them much more productive and give them a little sense of pride and a sense of wellbeing.

I see this as the function of not only your industrial development but your trade development.

Hon. Mr. Bennett: I think that under the new setup we'll be steering in more for service industries in trying to help them get established. We'll do review work in some of the areas we have not penetrated before for reasons better known to others and where we might have the potential of finding some of these people and putting them on the right track. There is certainly going to have to be, I think you will agree, a certain amount of initiative still from the individual—and not all coming from government.

Mr. Stokes: That's right, but it hasn't been forthcoming so I think that maybe the next move is up to you to motivate them in some way.

Mr. Chairman: Mr. Spence.

Mr. J. P. Spence (Kent): Mr. Chairman, in the agricultural industry, the white bean board went to Europe this year. Did they go through your offices when they went on a mission to market beans? Did the pork producers take advantage of your services in going to Japan to market pork?

Hon. Mr. Bennett: To the best of my knowledge, no, they did not work through the Ministry of Industry and Tourism.

Mr. Pillgrem: They might well have used our services overseas to assist them.

Hon. Mr. Bennett: Did the agricultural representative—

Mr. York: The Ontario Food Council does all the marketing for the Ministry of Agriculture and Food, sir.

Mr. Spence: I see. It goes through them?

Mr. York: It goes through that ministry.

Hon. Mr. Bennett: We do have one man, sir, at Ontario House, London, who assists them and who reports directly to the minister. We also have one man from the Ministry of Agriculture and Food within our own ministry who is paid by them but works with us when people who come into our office have problems as they relate to agriculture. We work very closely with them and with Natural Resources.

Mr. Spence: I understood they went to Europe on a mission to market white beans and the pork producers found a market in

Japan for pork. I just wondered if they used your good offices or what they did overseas.

Mr. York: They would use our offices when they get there, yes, to establish contacts and so forth but primarily the Ministry of Agriculture and Food does its own sales mission work.

Mr. Spence: Whoever assisted them did a tremendous job. I wanted to find out if I could give you some of the credit—

Mr. Fowler: If that's the case, of course it was us.

Hon. Mr. Bennett: We assisted, yes.

Mr. Spence: —for that sale because they got the white beans up to 40 cents per lb and I thought that was tremendous.

Mr. Sargent: Mr. Minister, I would like to backtrack on that. The agri-industry is one of the largest in Canada; in Ontario it is. That's a hell of a good point. If you had 11 offices around the world, or 16 offices around the world punching for things like Jack's talking about—why don't you get that oriented that way?

Mr. York: They are, sir.

Mr. Sargent: You had one man, you said.

Mr. York: No. We have one man specifically dedicated to the European market who lives right in Ontario House.

Mr. Sargent: Good for you; one man.

Mr. York: But the Ministry of Agriculture here also utilizes our 16 offices in Europe and other areas.

Mr. Sargent: What percentage of your push goes toward agri-industry?

Hon. Mr. Bennett: Not a very substantial percentage, I would have to say, Mr. Sargent.

Mr. J. J. Graham (Executive Director, Field Services—International): I represent our international offices and the agricultural work that goes on in a great many of them is substantial, and in most products, with the exception of a few, like white beans and tobacco, we're virtually sold out in the Province of Ontario.

Mr. Sargent: Do you market all these, then?

Mr. Graham: We can market anything that Ontario produces with the staff we have now. The Tokyo office arranged all of the appoint-

ments for the Ministry of Agriculture and Food on its pork mission.

Mr. Sargent: Thank you.

Hon. Mr. Bennett: I might mention that at one time red beans—Wes Thompson was over with us the time we went to England—and he opened up some new markets for the red bean, which I understand are rather a plague on the market in this province. I think he's been able to do rather substantially well since that time in moving the beans out of this country.

Mr. Chairman: Item 2 carried?

Mr. S. Lewis (Scarborough West): No, I had my hand up. I won't be long, Mr. Chairman.

I wanted to talk to the minister, if I could, about the subject that we have had some mutual exchange upon. I'm not going to talk about ODC, that comes later; I am not going to talk about Indian bands, that comes later. I want to talk to you about the trade missions abroad. I don't want to talk at length; I don't want to talk in heat; and I want to try to communicate with you as a colleague in the Legislature, rather than in the tougher partisan terms which exist during question period in the House.

I want to say what you never have the opportunity to say in the House when we're discussing these issues during a question period and we're engaged in rapid-fire and non-elaborative kind of statements, and I—

Mr. Sargent: And having said that—

Mr. Lewis: —and I'm going to tell the minister the following. That whole exchange we had over the trade mission to South Africa, I think, was probably useful, even if disheartening to those of us who saw that you insisted on going ahead with it. It was useful, perhaps, in terms of the future, and I want to take a minute to tell you why some of us in the NDP felt as strongly about it as we did.

Mr. Chairman and Mr. Minister, we understand that Ontario must trade with a large number of countries with whose ideologies we necessarily disagree. Sometimes one feels uncomfortable about it. You know, I feel uncomfortable occasionally when we trade with Portugal or Greece. I presume there'll be a trade mission going to Chile at some point, I probably should ask you that, and that would—No? Okay, I'm gratified to hear it, because that would bother some of us pro-

foundly, just as early recognition bothered us. But one has to do that in the contemporary world, I understand it.

I may not have any use for the ideology of the Soviet Union, or of China, or of Romania or of Czechoslovakia, but the dictates of international relationships and of international trade require exchange. I appreciate that and accept that and understand it. If there were an NDP government, there's no doubt that this kind of trading relationship would continue. Nobody's cutting off the eastern bloc by virtue of a different ideology, but I did want to point out to you that in the whole international community, South Africa stands alone.

South Africa's a unique political situation. It's the only country for which there has been a unanimous vote of censure from the United Nations. It's the only community for whom the International Commission of Jurists has had unanimous and successive condemnations of political immorality.

It's a country which offends every single prescription of moral decency as any of us know it or understand it, without a single redeeming feature. I think that's a terribly important thing. I don't like totalitarianism of the left, and I don't like totalitarianism of the right. I didn't like a Khrushchev and I didn't like a Franco, I have no use for either. But I like least of all, and cannot tolerate for a moment, a totalitarianism based on race alone, and South Africa is the one country in the contemporary world, whose independence has continued for a considerable period of time—that's what distinguishes it from Rhodesia, Mozambique or Angola—where the totalitarian regime is based solely on colour. It is the only country in contemporary international society whose policies approximate Nazism and have done so for as long as the Nationalists have been in power.

Therefore, when Ontario decides to trade with South Africa, I think that we have crossed the balance between what international society requires and common, simple international morality—common, simple justice. Because this is a country, as probably the minister may know, where every black man, every coloured, every Indian, carries a pass in order to identify that colour and status, and if found without a pass is subject to automatic imprisonment.

This is a country where political torture of the most savage and brutal kind is widespread. This is a country where black men, coloured men and Indian men and women disappear entirely at Robbens Island or at

other centres of the administration of torture and political suppression.

This is a country where the blacks and the coloureds and the Indians are locked into Banustan areas as they are called, completely segregated for purposes of life or existence from the white ruling classes or ruling segments of that society.

This is a country which has no freedom of the press as we understand it here. This is a country with pernicious, almost Hitlerian laws around detention without trial, around confinement at home, around separation of mothers and children from fathers and the rest of the family.

This is a country where the wage disparities between white and black are probably greater than even the rest of the third world on the African continent. Because I worked in the third world on the African continent and I worked with South African refugees and I know that disparity is greater even than in some of the struggling black African countries. Because it is a matter of government policy rather than a matter of growth and development in the third world, and when it is a matter of policy the disparity persists.

This is a country where there is no black representation in any of the legislatures as we know it. It is a community of 12 million to 15 million people, the overwhelming majority without a single representative as we know it. As a matter of fact the last person who was allowed to represent blacks was in the senate in South Africa in 1960, and he was white. His name was Dr. Leslie Rubin. and he was, of course, thrown out of the country by Verwoerd.

So there is not the slightest semblance of any redeeming feature. It is the most merciless totalitarian regime based on race in the international community, and it has had visited upon it the abhorrence of the entire world.

I think that given all of Ontario's trade missions and all that Ontario does and our own Human Rights Code and everything else, that it is legitimate for us to draw the line at that point. I don't pretend to you that that will bring South Africa to its knees, because I know it won't. I don't pretend to you that that will alter the course of human events, because I don't know. I simply say that in terms of the integrity of the government of Ontario, and in terms of basic application of simple morality, that is what one does. One draws the line at South Africa.

The goods that you are selling are probably used for innocent purposes. But in South Africa everything is a weapon of oppression. Anything which sustains the livelihood of the white Nationalist majority is an element of oppression. It doesn't have to be the barrel of a gun, it can be a hubcap or a rear view mirror used on a truck or a tank interchangeably. But anything can be used as a method of oppression, and none of it ever filters down to the mass black, coloured or Indian population. That just doesn't happen. All it does is sustain the white Nationalist majority.

So when I appealed to you about reconsidering it, you did. And you said "no" on this trade mission—and presumably it was very far advanced and you couldn't turn it back, or you didn't feel it wise to turn it back. Then I appealed to you once again to say in that overall context, perhaps you could reconsider deterring or ending any further trade missions to South Africa.

I understand completely the points you were making in the House; I am trying to draw the distinctions which I think are valid. I am pointing out to you that when this issue emerged, the United Church, the Anglican Church, the Catholic Church, all of the associated Christian churches, the YM and YWCAs, all kinds of exemplary establishment organizations, wrote to the Premier (Mr. Davis) wrote to you, sent copies to me, and said: "Please, in the name of common decency don't trade with South Africa. There's not enough in it for Ontario to make it worth while and there is nothing ultimately in it for the people who form the majority of South Africa."

It really is the garnering of dollars at the expense of shoring up the most brutal racist regime in the western world. I don't think it's worth it; I just don't think it's worth it for the few hundred thousand dollars, even for the few million; it's not worth it. That is what sustains those amoral bastards in power, and I know of no other word that even comes close to describing them. I don't think that's—it's just not worth it in the context of Ontario.

We have a society here which in many ways is an extremely pleasing one; I concede that from time to time on public platforms. Many of the things we've done in the area of race relations and civil liberties are extremely commendable. There is something profoundly inconsistent in having a Human Rights Code and a Human Rights Commission that sits down and arbitrates race relations, appropriately in this country with all

of the supporting judicial apparatus, and then, on the other hand, we turn around and provide economic incentives to those who are dealing in oppression in another country.

I remind you that it was a fellow called John Diefenbaker, whom I have to this day admired for it—if ever I admired a politician it was John Diefenbaker when in 1960 he led the Commonwealth in expelling South Africa from membership. Maybe, ironically, if the Tories had been in power longer, over a period of time they might have severed trade relations because Diefenbaker, with a populous Prairie background and all of the civil libertarianism that ran through his veins, felt very strongly about this issue. His performance in that Commonwealth Conference was magnificent; I remember it to this day.

I think that in Ontario it would do well for the credit, reputation and everything of the Davis government if in 1974 you said in the context of what we now know, in the context of what has been put to us, in the context of the international situation, we are not prepared to continue trading with South Africa because the ends don't justify the means.

Hon. Mr. Bennett: May I just make one brief observation? While we might accept the views expressed by Mr. Lewis, the fact is that the government of Ontario is not trading with the government of South Africa.

Mr. Lewis: I understand.

Hon. Mr. Bennett: As long as we keep very clearly in mind that it is companies which are doing the trading. Whether this government through its trade mission should put a trade mission together in the future may not be of any consequence to some companies operating in Ontario or in other parts of Canada, and they will still take the liberty to trade with that country. At the moment, while you say there is a restriction on goods to be imported into that country, at the present time my understanding is that those are of a strategic and military nature only. As the Prime Minister of this country said in August of this current year, when interviewed on the subject, this country and its provinces would honour that particular position. That's exactly where we stood at the time we discussed this particular trade mission.

I will certainly keep in mind the views that have been expressed not only by yourself but by others to me over the last number

of weeks. To some degree, the time when people started bringing things to us or complaining of this situation was on the eve of departure.

Might I add this? While some find this particular trade mission offensive, I can assure you that when we take trade missions to other countries, in whose political philosophy we do not believe we do have letters of protest from those groups right here in the Province of Ontario.

Mr. Lewis: I am sure. I am sure that is correct.

Hon. Mr. Bennett: We could even go so far as to say there are some who even object to the province sending trade missions to the United States because they look at the United States as being an animal or a creature which we cannot always control, which is very obvious.

I make it very clear that we did not offend or go beyond the rules that have been established by the United Nations at this present time. We will keep in mind the remarks that have been made, not only here, but the remarks that have been made to us in the House and other places. We wanted to make it clear that we are not offending any positions at the moment.

Mr. Lewis: I don't want to prolong it; I appreciate the exchange.

Item 2 agreed to.

On item 3: Tourism development.

Mr. Chairman: Mr. Haggerty.

Mr. Sargent: Mr. Minister, before I get on with tourism, I would like to say I support the very eloquent plea of the member for Scarborough West. I think it was well said.

Regarding tourism in this vote, I mentioned to the minister before that I was concerned about the fact that they are spending 3½—

Mr. Chairman: Excuse me, Mr. Sargent, but I recognized Mr. Haggerty.

Mr. Sargent: I'm sorry.

Mr. Haggerty: No, he is the critic, so I yield.

Mr. Sargent: I'm the guy who is drawing down the big salary as critic.

Mr. Chairman: In that case, I will have to take Mr. Stokes.

Mr. Sargent: Okay, take Stokes, then. You can have him.

Mr. Stokes: Well, I don't want to plough old ground. In my opening remarks I voiced some criticism of the inadequacy of the tourist plants, but I want to get into the tourism development, particularly as it applies to your missions outside of Ontario.

I had an exchange with the minister in March of this year and I want to refresh his memory of an exploration team that visited Austria, Switzerland and the French Alps. When they came back they made a report, as Mr. Fowler said earlier the other trade missions do. I can only assume that the same thing happens with regard to your exploration teams in tourism development.

I want to quote from one of the reports of your investigation teams. It says:

We found that Europe was a long way ahead of Canada [and this was in the development and planning of winter facilities]. We visited the community of Seefeld, Austria, which had every type of winter sport going, e.g., skating, curling, walking paths. This community had the old European look and plenty of atmosphere, horse-drawn sleighs, etc.

Their planning was done by their chamber of commerce and they do just as much business in the summer as in winter. Every business is compelled to belong to the chamber of commerce [I don't know whether that is good or bad].

The government gives out forgivable loans to the industry and will give out three per cent money on any project they feel is worth while. They believe in upgrading old facilities before allowing new facilities to be built. The government and the chamber of commerce work hand in hand. To develop a ski area it is nothing to see the government build the road into the area at no cost to the developer and then finance the rest.

An example of this was in Courchevel, France. The government paid off 40 to 50 per cent of the total investment and lent out money on 70 per cent of the lifts, 50 per cent on rooms and at low interest rates.

We found that in Switzerland there was a special bank set up to finance hotels. The Swiss Society for Hotel Financing is a Crown corporation. They loan only to tourist homes, hotels and the tourist industry in the tourist-oriented areas away from big cities such as St. Moritz.

They advise operators who are in financial trouble how to get out of trouble by

showing them how to keep up-to-date records, etc.

In the past six years, they have guaranteed loans at other banks in the amount of 50 million francs and have given additional loans of 37 million francs. They will come in with a second mortgage and cover the first. When an operator gets the okay from the Swiss Society for Hotel Financing, the other banks come in without hesitation.

The society is half owned by the government and half owned by individual shareholders. Total amounts given in 10 years to tourism is 10,750 million Swiss francs. They have been in operation since 1922 and have never had a loss on their hands. They will never foreclose on an operation but will wait for their money.

With this kind of help, it's not hard to see why tourism is flourishing in the manner it is in Switzerland.

Now, I want to sort of transpose what's happening in Switzerland to the situation as it exists in Canada, and, in particular, in Ontario today. Anybody with any eyesight at all can see what will ultimately happen to the accommodation and tourist industries generally.

When you see large chains such as the Holiday Inn, and large campground operators such as KOA, Kampgrounds of America, with their different franchises in Ontario increasing at an ever-rapid pace, you can see where the small entrepreneur, the fellow whom we would like to see progress and try to succeed in the service, accommodation and tourist industries generally, is being frozen out.

I don't know what your plans are for Maple Mountain; you don't even know yourself what they are; but if I may be permitted a guess, if it seems like a viable operation you'll see some large chain such as Holiday Inn, or one similar, go in there. The people in the Timiskaming area will be left with a few jobs that may or may not be seasonable in nature, and the wages will be fairly close to the minimum.

If there's any money to be made, it will be made by these huge chains, international companies that are much better able to paddle their own canoe than the average little entrepreneur that you and I should be interested in. In particular, we should be interested in those who have been established for a good long while and need the kind of assistance that's given in other jurisdictions, such as in Austria, Switzerland and France.

What do you do with this kind of information? Is there a rethinking within the ministry along these lines: "Maybe this is one of the approaches we should be trying and, rather than giving incentives to large chains to establish in our jurisdiction, why can't we assist small entrepreneurs who struggle for years?"

Now that people are much more mobile and have a few more bucks in their pocket, why don't you give them an opportunity to provide that service and do it just as well, and in many cases even better, than these large chains which are fast taking over our accommodation and tourist industries?

Hon. Mr. Bennett: Mr. Chairman, I would like to comment on the tourist development missions we've sent abroad. I must admit I wasn't the minister when they were designated to go; but they have gone. And I might say after reviewing the reports, and so on, and their results, that I've concluded that as a minister I would not want to suggest to my ministry again that we send them.

This is not to suggest eliminating them completely; but I did find the five, six or eight people who go on such missions can secure a tremendous amount of very personal knowledge of how things operate. In many cases it's hard and difficult to try and transmit all their observations back to another motel, hotel or resort operator in the province. That is one of the—

Mr. Stokes: They didn't have any difficulty communicating with me. I understood perfectly what they were saying.

Hon. Mr. Bennett: Let me say, Mr. Member, they communicated some very basic fundamentals to you which we could secure just by writing to operations in those parts of the world, or we could have sent one trade man from our ministry to secure that very same information.

Seeing the physical situations as they exist in other countries, I think, would substantially help some of the people running resort operations in this province. But the fundamentals that you speak of, sir, are very helpful to us. I would think that, as time goes along this province will be just as aggressive and as far advanced in the field of skiing, skating, and so on as those countries with their years of history behind them.

We think it is essential to move more and more things away from the principal locations in the province so that people do get to a different type of atmosphere. That report that you speak of is one of the reasons why

we started to rethink the tourist loan programme that we brought in under the Ontario Development Corp. and which we have since upgraded even further by the OBIP plan in this province. Those programmes are the types that are necessary to assist the small businessman you speak of who is either in the resort business, the hotel business or the motel business, or who is one who wishes to expand, upgrade and improve the accommodations he presently has, either directly, as his motel, or in a facility that he thinks will add a new twist to his operation.

I wouldn't want you to think that because KOA franchises came in that they are not run by small businessmen, because the ones that we have, we have dealt with as a private family. The one in Sault Ste. Marie, for example, was a private family where the father, mother, son, and the son's wife were all partners in this KOA operation.

Mr. Stokes: Is it a non-profit organization?

Hon. Mr. Bennett: No, it is not a non-profit organization.

Mr. Stokes: Kampgrounds of America?

Hon. Mr. Bennett: No, I wouldn't think so.

Mr. Sargent: KOA is a blue chip stock.

Hon. Mr. Bennett: The fact is that they do have certain advantages from the franchise referrals for one, and the fact that they have the expertise in the development and design of campgrounds and so on. That is a decision which a man has to make as to whether he feels the franchise fee is in keeping with what he thinks he is going to get in return.

We have had applications from some big operations in the province, as you have mentioned, such as international chains. Not all international chains, of course, are owned by foreign investments. One of the largest ones is owned by Canadians and people here in the Province of Ontario.

Mr. Stokes: Right. They can look after themselves.

Hon. Mr. Bennett: I beg your pardon?

Mr. Stokes: Let them look after themselves.

Hon. Mr. Bennett: Yes, I would have to think that in most cases we have been able to observe that they are not really in need of provincial government financing. They have pretty fair lines of communication between the chartered banks and the trust companies in the province. Usually the parent

company as well has a source of funds available.

Mr. Stokes: Just to follow up on that one step further, when you do grant a loan to those engaged in the tourist industry, what kind of criteria do you set down? I am not talking about jobs or the amount of money they are going to spend or anything like that. That is automatic. I am thinking in terms of a standard of service and the kind of establishment that you, who are the licensing authority, would like to see maintained.

Hon. Mr. Bennett: We are the licensing authority, provided it is not licensed under the Liquor Licence Board of Ontario. If it is under the LLBO, it is their responsibility.

Mr. Stokes: I understand that perfectly. But anybody who is involved in tourism person must get a licence to operate from your ministry.

Hon. Mr. Bennett: Right.

Mr. Stokes: As I say, because you are putting money in there, and you have expressed a great deal of dissatisfaction with the quality of the plant, to what extent do you insist on a certain level of quality before you will go in with money and assist? I am told by people in ODC that a good many of the problems confronting small businessmen today are not strictly a matter of cash. It is not strictly a matter of dollars. It is getting them to order their business affairs in such a way that the operation becomes profitable. Quite often it is not money. It is a matter of lack of awareness of the markets, or there is something that they are not doing properly with their internal business operations.

I suspect that that applies to a large extent to the tourist industry itself. Under another vote I am going to get into the drop off and the amount of counselling that you do, but is that the case here? Do you have people who will go out and demand a standard of excellence before you do get involved with public funds?

Hon. Mr. Bennett: Right. Field officers will go out and first determine the need for the type of facility that the applicant or the individual is thinking of establishing, if it is a new one. They review the market conditions, the potential and the possibilities of survival. They then want to see exactly what it is that the individual wishes to construct or add, or what type of facility he is talking of, and they get the complete details of it. They review then the needs for the level of service.

When the loan is made there are usually certain conditions set down that they must follow if they are to secure the loan and have the loan maintained in force. The government through its field offices will also afford bookkeeping assistance, or if that happens to be under our management where there are failures. If there are places where our people are not able to give all the information necessary, then we do have the rights under the development corporation to secure consultants, which might be a chartered accountant or someone, to go in and assist the individual in preparing and putting things into a proper order.

Mr. Stokes: All right. Now—

Mr. Sargent: These things are mechanical; let's get on to the meat of the thing here. Those are basically mechanical things, everybody knows that.

Mr. Stokes: Well you can go have a coffee if you don't want to listen, I happen to think they are important.

You expressed some reservation about the validity of sending these teams over. You felt that an exchange of correspondence or some other means, or having one person rather than a whole team go over might be better. You released to the Legislature the exploration team's report to your ministry on Wednesday, April 18, 1973. Surely you must have seen some validity in it. I am going to ask you quite directly: What do you propose to do with this very useful information in there, which is far superior to anything that you are doing in the province at the present time?

Hon. Mr. Bennett: In what respect, may I ask, Mr. Stokes?

Mr. Stokes: In fostering the kind of development that we think that we can have with tourism in the Province of Ontario.

Hon. Mr. Bennett: Again I think the change in the loan programme alone is a true indication of the intention of the government to try and provide the assistance required by small businessmen in this province to establish in the resort industry, or whatever other part, exactly along the lines of some of the indications in there.

Mr. Stokes: I refer you to the booklet I quoted from last evening, the NOTOA booklet. They say you people aren't pulling your weight at all.

Hon. Mr. Bennett: I am not going to try and get into a full-fledged discussion or argument with NOTOA because if I was to talk about ATRO or the Canadian Restaurant Association, I am sure each one of them would think that the government should be going further and further. But let me add that when I spoke at the motel institution the other evening, they were more than pleased. And I understand NOTOA is now more than pleased, but I shall not likely hear those comments until we get to Minaki in another few weeks.

They were more than pleased with the dramatic changes made in the loan programmes to their industry, the availability of funds on a much more liberal—with a small l—basis, and the alteration or adjustment of interest rates by the board of directors in order to cope with the problems the individual might confront in the area in which he wishes to establish. And also the repayment or deferral of the payment of his principal position.

Mr. Stokes: I am not going to pursue it; it seems to upset the member for Grey-Bruce. But I want to register that the kind of feedback that I am getting from the industry is certainly not the kind of feedback that you are getting.

Hon. Mr. Bennett: If I could find out who the feedback is coming from we could find out what the problem is, but it appears that the organizations which represent most of the industry in this province have come out rather strongly in support of the recent government announcements both on June 8 and Aug. 30.

Mr. Sargent: What about? What announcements?

Hon. Mr. Bennett: I am referring to the loan programme funds.

Mr. Sargent: You only advanced 25 loans last year, in all of Ontario. How many are you going to do this year?

Hon. Mr. Bennett: I can only say that I—

Mr. Chairman: Order. Are you completed?

Mr. Sargent:

Mr. Sargent: Order. Are you completed?

Mr. Sargent: It will be all right, will it?

Mr. Chairman: You have the floor all to yourself.

Mr. Sargent: Mr. Minister, you say yourself that the tourism industry generates to

the government \$170 million a year in revenue. You are going to spend \$3.5 million a year on advertising and you loan out \$3 million. When you go to Treasury for money — maybe Jim Allan could tell me—do they tell you how much money you are going to get or do you tell them what you want?

Hon. Mr. Bennett: First of all I indicate to them what we would like to have.

Mr. Sargent: What do you think you should have?

Hon. Mr. Bennett: I think the sum of money that is going to be provided for us in the current year and the year to come will be sufficient to meet the demands of the province.

Mr. Sargent: How much is that?

Hon. Mr. Bennett: The one to come or the one in the present year?

Mr. Sargent: Well, we are talking about 1973-1974.

Hon. Mr. Bennett: That would come under Ontario Development Corp., I believe, Mr. Chairman.

Mr. Chairman: Vote 1905.

Mr. Sargent: We are talking about tourist development on vote 1902.

Mr. Chairman: But stay away from the ODC. We are getting to that in vote 1905, item 1.

Mr. Sargent: It is all interwoven, Mr. Chairman. I mean if you are going to talk about—

Mr. Chairman: Partially, but we have to try to—

Mr. Sargent: All right. Let's go back to the tourist industry then. We have 8,000 people involved in Ontario in the tourist business, in resorts—in the whole ball of wax. The average meal sales are \$80,000 a year each and totalling about \$640 million a year gross sales—and you are getting \$64 million of that back at 10 per cent. Is that right?

Hon. Mr. Bennett: I haven't followed your figures yet.

Mr. Sargent: What is the tax on meals in restaurants?

Hon. Mr. Bennett: Ten per cent.

Mr. Sargent: Ten per cent.

Hon. Mr. Bennett: Anything over—what is it? \$4?

Mr. Sargent: Over \$4. So out of \$640 million in meal sales you are getting back \$64 million in taxes. Right?

Mr. Maeck: How many buy \$4 meals?

Mr. Sargent: I'm talking gross figures. I don't know what you mean, I mean if you want to cut it down it doesn't matter.

Mr. Stokes: Ball park figures.

Mr. Riddell: Where do you get a meal for less than \$4?

Mr. Sargent: Yes, but the thing is that—now you have thrown me off—

Mr. Maeck: I am sorry. I won't interrupt you any more. Go ahead.

Mr. Sargent: Now you have this one part of the coin and then you are getting five per cent of the room sales—and that is \$32 million a year.

Mr. Villeneuve: Seven per cent.

Mr. Sargent: Seven per cent now, is it? That is right, seven per cent. So in total you say there is \$170 million coming back to the government in taxes generated by this industry. And then you say to us that you are going to go to the Treasury and get enough money to do the job and you say you are going to loan \$3 million to the industry. Well, let me go back to this then—but the Chairman says I can't talk about that because it's ODC. Why don't you keep this guy in line like you keep me in line?

Mr. Chairman: We try to.

Mr. Spence: Got to pick on you.

Mr. Sargent: We talked yesterday about the tourist plant falling down and the luxury hotels are flourishing. We agree these things are part of the scene today and you found that out on your tour. And in our area our big dollar is our tourist dollar and not one loan was made last year in our area for a tourist loan.

Mr. Villeneuve: All rich people.

Mr. Sargent: No, but we are a resort area. The Grey-Bruce peninsula is the most fabulously beautiful playground in America—

Mr. Maeck: Next to Parry Sound.

Mr. Sargent: You guys are a poor third.

I ask you how do you justify spending \$3.5 million in advertising when you don't know how many loans you are going to make out yet, Mr. Minister? That's a starting point but I think that I would ask you this: Why do you keep on flogging the stemwinder that generates all this money? Why don't you take the tax off rooms and cut the tax down on meals back to say, seven per cent?

I asked the lady here—a Hansard lady—what is the tax on jewellery or funds. It's seven per cent; but you tax food 10 per cent. Why?

I don't suspect Treasury, if you ask them, is going to give all this money back to the industry. But I would say that to be fair they should throw some money back into the pot that gives us all this money.

We are all talking about the same thing in trying to make this a meaningful and viable industry that operates in the black all the time. But any mortgage loan firm or a bank or anyone in the business knows that anybody in the catering business is a very poor risk. And that is your fault; because they cannot upgrade their plant; because they've got half-assed quarters. As Jack said, he goes down the highway for hundreds of miles and he can't find a good place to eat.

I know you are doing a great job and I think that you have a great bunch of people around you, but you've got to have money to work with, Mr. Minister. You haven't got it. That's a starter, anyway.

Hon. Mr. Bennett: Very quickly, Mr. Chairman, to answer: In the years that we've had the tourism loan programme it may not have been as dynamic and as outgoing as it should have been. That is why the changes have been made in the current years; we hope to stimulate that type of activity.

Mr. Sargent: How much?

Hon. Mr. Bennett: That is getting back to the other subject.

Mr. Sargent: How much are you going to stimulate it?

Hon. Mr. Bennett: Mr. Chairman, if I may be permitted to indicate clearly to the member—because it was a question yesterday evening in the opening remarks—under the new loan programme for tourist operators since June 8 to Sept. 30, which is a little better than three months, there was \$2,058,000 loaned out for new operations in the tourist industry; in that period of 3½ months.

Mr. Sargent: You spent more than that in advertising.

Hon. Mr. Bennett: That is in a period of 3½ months. That was in the initial days immediately following the announcement of the programme which I understand from people in the field is not the most active time for people trying to put plans together for tourist operations. It is in the height of their season and it is just not the likable time to do things. Again on the reorganization of the ministry, as I explained yesterday evening, one of the new branches or divisions of the ministry will be specifically tourism. The job they will be challenged with is to try and advance the cause of it.

Coming to the tax, there is a general position of the province on the sales tax and I can add nothing further than to say we do not believe it is detrimental or a drawback to the industry. Taxes on meals and rooms are applied throughout this country in each province. Ontario is—

Mr. Sargent: The highest in North America is the Province of Ontario.

Hon. Mr. Bennett: The highest is not the Province of Ontario. I wish to argue that with the member.

Mr. Sargent: What is the highest?

Hon. Mr. Bennett: We have the Province of Quebec at eight per cent, which I think is similar.

Mr. Sargent: We are 10 per cent.

Hon. Mr. Bennett: Excuse me, eight per cent on rooms and eight per cent on meals over \$1.49.

Mr. Sargent: We are 10 per cent.

Hon. Mr. Bennett: We are 10 per cent over \$4. The first \$4 is an exemption position.

Mr. Pillgrem: Could I just cover this short statement? For a room based at \$20, it might be a little low now, and for meals at the rate of \$12 a day, the amount of tax applicable on those two items is: BC, \$1; Saskatchewan, \$1.50; Manitoba, \$1.61; Ontario, \$2.05; Quebec, \$2.56; New Brunswick, \$2.56; Nova Scotia, \$2.11; PEI, \$2.56; and Newfoundland, \$2.25. You will notice that Ontario is about in the middle.

Mr. Haggerty: Yes, it is in the middle.

Hon. Mr. Bennett: The middle of the scale.

Mr. Sargent: Middle of the country.

Hon. Mr. Bennett: Middle of the country and the middle of the scale on the tax position.

Mr. Sargent: But don't you realize what it is doing? These high taxes are defeating the purpose of the industry which generates all this money.

Hon. Mr. Bennett: That might be an observation by the member which he is entitled to, but I don't think that is a very practical assessment of the situation.

Mr. Sargent: I'm in this business; I know what I'm talking about. You talk to the Canadian Restaurant Association; you talk to the Ontario Hotel and Motel Association; the Canadian Tourist Association; the Ontario Motel Association; the Association of Tourist Resorts of Ontario; Convention and Tourist Bureau of Metropolitan Toronto; they all say you've got rocks in your head when you do these things because you are whacking this industry. It supplies you with \$170 million—almost \$200 million a year as of now and you are taxing it to death.

Hon. Mr. Bennett: Mr. Chairman, the bookings and reservations in the principal cities and principal resort areas in this current year have exceeded those of previous years in this province.

Mr. Sargent: You can't change Treasury anyway. I know that.

Hon. Mr. Bennett: If the taxes had a detrimental effect on the industry it does not project itself in the statistics—

Mr. Sargent: Can you get more money from Treasury if you want it?

Hon. Mr. Bennett: I beg your pardon?

Mr. Sargent: Can you get more money from Treasury?

Hon. Mr. Bennett: Within reason.

Mr. Sargent: All right. Why don't you put \$15 million or \$20 million a year into loans for the industry?

Hon. Mr. Bennett: Mr. Chairman, that comes under Ontario Development Corp., which I'm prepared to discuss at that time.

Mr. Sargent: Okay. May I ask you this? What about loans to Holiday Inn?

Mr. Chairman: This is under ODC.

Mr. Sargent: I am talking on development insofar as—

Mr. Chairman: We are on item 3, tourism development. The loans are part of—

Mr. Sargent: Okay; let's leave that. What about grants to tourist councils?

Hon. Mr. Bennett: Right. The range of the current year's programme?

Mr. Sargent: Whatever you are talking about.

Hon. Mr. Bennett: At the present time we have 39 regional tourist councils and the grant system is the same for the year 1973-1974 as it was in the year 1972-1973.

The year 1972-1973 the maximum sum available to a regional tourist council on a matching grant basis was \$7,500. There was an additional \$2,500 available to them for advertising and promotion, also on a matching grant basis.

Mr. Sargent: \$10,000 available?

Hon. Mr. Bennett: Correct.

Mr. Sargent: Okay, that is all. Oh yes, what effect is the minimum wage going to have; what is going to happen to the minimum wage law here?

Hon. Mr. Bennett: How do you mean?

Mr. Sargent: What is going to happen to the industry, now that you are going to increase the minimum wage?

Hon. Mr. Bennett: I don't think it's going to have any detrimental effect on the industry. Many of the very progressive firms are already paying the \$2 minimum wage.

The one thing they had asked us, as a ministry, is that we would at least give them, by Nov. 1, any adjustments in the minimum wage that we anticipated in the following year. Fortunately, the announcement was made on Nov. 1 and those people in resorts in particular, and others who were selling conventions or things of that nature were able to adjust the rates a reasonable distance in advance so there would be no misunderstanding.

Mr. Sargent: Do you know that we had to make about 150 calls to get staff for the hotel—150 calls to get a girl to work in the dining room?

Mr. Stokes: Are you saying you should be paying less than the minimum wage?

Mr. Haggerty: He didn't say that.

Mr. Sargent: I didn't say that. I am just saying there is not the money in the industry to pay the right wages. I am trying to say that the industry is a bad risk, financially. The luxury hotels are taking all the business away and the little guys are struggling. They can't afford to pay the help.

Hon. Mr. Bennett: They can't afford to pay the help?

Mr. Sargent: They can't afford to pay the help.

Mr. Villeneuve: It is all over with the small businessmen, anyway.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: Thank you, Mr. Chairman, I want to raise a little bit of a parochial problem—

Mr. Chairman: Oh, no.

Mr. Haggerty: Oh, yes. In the minister's whirlwind caravan tour throughout the Province of Ontario, I guess he met a number of interested and concerned citizens on problems of particular interest to his department.

Of course, one of the biggest problems was the signing of certain highways and roads throughout the region. That was the biggest issue.

I was rather disappointed in his visit to the Fort Erie area. I wasn't aware he was going to be present that day. I would have been there if I had had sufficient warning. I received a flyer from his department telling me he would be in Fort Erie on such and such a day, but by that time he was gone. It is like flying the coop, I guess.

But in the Fort Erie area, I am sure the need of a tourist centre at the entrance to the Peace Bridge was brought to his attention. This is one of the largest ports of entry into Canada and I have raised questions over a number of years with different ministers concerning this particular problem. Every time, the answer would be, "It is being given top priority." Where it stands now, what stage it is at, I don't know. But it should be pretty well at the top of the list.

If we are going to promote tourism in Ontario, I think this is a good place to start, by having a showcase at one of the largest ports of entry. In the town of Fort Erie, I don't think there is even much of a sign to indicate that this is the Province of Ontario. It would be nice, perhaps, to see a big neon sign there as you come across the Peace

Bridge saying, "The Province of Ontario." It also could help to direct the people to the highlights of interest in Ontario.

I think by constructing a tourist centre, information could be provided to the many thousands of tourists who come into the Niagara area. I am sure it could indicate some of the highlights in other areas of Ontario and this would, perhaps, bring more tourists. And they would be better informed and stay a little longer in the province.

I don't know what the minister would say about that. But I was interested in this release from his department concerning the Col. Thomas Talbot Parkway. It indicated that you planned to make a historic parkway along the shores of Lake Erie and that thousands of tourists would visit these sites through the tourist season.

But, of course, that won't hold an information centre if you don't have to tell these people where to go. And there is no use having it down in St. Catharines, because the Queen Elizabeth Way ends at Fort Erie. As I said, Fort Erie is one of the largest ports of entry into Canada and I think you are missing the boat by not having this tourist centre established there.

I understand there is sufficient ground which has been made available through the Ministry of Transportation and Communications and other interested people of the area who thought that this is where the centre should be located. I suppose it is right around the entrance to the Peace Bridge. What are your comments on this particular subject?

Hon. Mr. Bennett: Very quickly, the Fort Erie situation is one that we have looked at carefully in the last number of years and we admit it is one of the principal locations of entry into Ontario and that we should have some facilities. As you may or may not be aware, there have been discussions with the ministry that we should build a new operation that would house a chamber of commerce, would house this and would house that, and so on. Those suggestions are not altogether acceptable to the ministry—getting into that kind of an operation. We are not a landlord and tenant organization.

Mr. Haggerty: But it would be staffed.

Hon. Mr. Bennett: But what we have done, just a period of—Mr. Allan, was it two weeks or three weeks ago the mayor was in to see me? I discussed with the mayor that it is top priority on our estimates for construction, but the mayor has been—we have discussed

it and I have offered him a proposal with which he has gone back to his council.

Mr. Haggerty: What is that proposal?

Hon. Mr. Bennett: It is entirely up to the mayor to release that information, not me. That is his prerogative. He proposed it to me and we said we would be agreeable. They are going to give it some further consideration and he is to get back to me. It is up to him to announce it to his council, not for me to announce it.

Mr. Haggerty: In other words you have something on the drawing board now that you are almost into the stage of—

Hon. Mr. Bennett: Well, if the mayor doesn't get back to me within a reasonable length of time with his proposal in a concrete form, then we will advance on our design.

Mr. Haggerty: And that design would be of what? Just a standard—

Hon. Mr. Bennett: That's correct, a standard tourist reception centre. And when I say "standard" I should say we have some slight alterations to make to make it a more pleasant tourist operation with proper symmetry.

Mr. Haggerty: I suggested at one time that there should be a bus stop included there. A number of buses do come in from the Peace Bridge area and it could be a stopover where the people could become better informed about the Province of Ontario and the recreation facilities available to them.

Hon. Mr. Bennett: I think that if you assess that situation you will see that the type of buses that would stop there would be on tours. And the tours, generally speaking, are completely informed and advised of exactly what they can expect.

Mr. Haggerty There are a number of Greyhound and Gray Coach buses that come through that area. And if we provide assistance for the GO people in the Toronto area, and other areas in the Province of Ontario; dial-a-bus service and so forth, it is not asking the province for too much to provide something there for the people of that area. You know, they have to travel to Toronto too. And they can make these proper connections. There is no place there for them unless they stand out in the middle of the highway trying to flag down a bus. I think if you put a package deal in there, and I think the

Chamber of Commerce has brought a good suggestion to you. Some of the offices could be open all year round. It could be all year round, where, dealing with your particular interest in it, it would be closed down for almost eight months of the year? I believe the one at Oakville is open from about May 3, or somewhere around there, to September.

How many stops or how many inquiries are made at this tourist centre at Oakville? That is right down there by the—

Hon. Mr. Bennett: Oakville is a Metro-operated tourist centre.

Mr. Haggerty: I thought you said it was an Ontario tourist information centre.

Hon. Mr. Bennett: No. The only place the Province of Ontario has any information centres is at border crossings. The only exception to that is the one at Barrie.

Mr. Haggerty: And you have one at the St. Catharines overpass, I believe it is.

Hon. Mr. Bennett: At Homer, right, and we have one at Cornwall, Lansdowne, Niagara, Sault Ste. Marie, Sarnia, Fort Frances.

Mr. Haggerty: But it will be on the working drawings now?

Hon. Mr. Bennett: We are at the point now that we have—as far as plans go, they are there.

Mr. Haggerty: They are there already? And you are almost ready to commence with them at any time? We can see construction begin this year, then?

Hon. Mr. Bennett: I would hope that we would see construction begin within our—

Mr. Haggerty: Have you given any consideration to perhaps including the issuing of hunting licences at this tourist site?

Hon. Mr. Bennett: No.

Mr. Chairman: That wouldn't come under this vote.

Mr. Haggerty: Certainly it would. You are bringing in tourists; this is part of it, too, you know.

Mr. Chairman: The Ministry of Natural Resources was founded for that.

Mr. Haggerty: That's right, but I mean there should be facilities there for it. There even should be facilities—

Mr. Chairman: That's a matter that you should take up with the Ministry of Natural Resources.

Mr. Haggerty: No. I'm just trying to put something across here to the minister. Maybe other considerations should be given to this tourist centre. Because there's information for banking purposes, for the hunting season and for everything in the Province of Ontario. If you're going to close a door on certain things like this, no wonder you're not going to attract tourists to the Province of Ontario.

Mr. Chairman: Unless you do it's not information.

Mr. Haggerty: No, but it could be available to people there. That's all I'm suggesting.

Mr. Chairman: Mr. Martel.

Mr. E. W. Martel (Sudbury East): Mr. Chairman, I only want to speak briefly on this. The minister is aware I have some concern that a goodly number of the tourist operators in my area, because of the depletion of fish, are, in fact, in pretty dire financial straits. The likelihood of relying solely on fishing as the prime recreational outlet for these tourist areas is a thing of the past.

Hopefully, with time, fishing will come back as the Ministry of the Environment is now moving in to neutralize the water and so forth. But, in the interim, as I've written the hon. minister, a goodly number of the tourist operators are going broke.

I'm wondering what the ministry's response would be to sending people in to assist, not so much financially as in a planning way, to develop other types of recreations so they don't lose their establishments. I know of some just bought within the last year and a half which are really in trouble. I think the ministry should move into Sudbury, as I've suggested to the hon. minister, and call a meeting well enough in advance so that the people in the tourist industry would know and come out to discuss the possibility of diverting from strictly fishing operations to other types of recreation so that we can sustain these industries rather than see them go by the board. Have you any plans?

Hon. Mr. Bennett: We have them in operation constantly. We have people in the field to advise people in resorts and businesses. They are there constantly to give advice, guidance and assistance. As I said earlier when you weren't present, if we haven't got the necessary information to assist those people, then we will call in outside help.

But to have public meetings is not going to resolve that problem. It's a matter of going in and dealing with individual operators. Each one has a different type of problem, and he has a different view on how it should be resolved in relation to his establishment.

Mr. Martel: I'm not sure if you have a man in Sudbury. I know you have some men in North Bay, and you have Mr. Cuthbertson with NODC. The reason I suggested such a meeting is to have people come forth so your men could work on them, as you say, on a one-to-one basis, but there seems to be a lack of information flowing in that area.

I've written the three ministers involved suggesting to all of them they might convene such a—call it a conference, if you wish—to start to put these people in touch with your own staff, so they can then do what you suggest, work on a one-to-one basis. But there doesn't seem to be sufficient information available for them to know where to turn.

I would urge the ministry to consider calling such a meeting—the minister need not necessarily be present if he's busy. And I suggest it should be advertised on the electronic media so problems could be discussed with individuals to get them on the right track. I'm getting a lot of complaints. Really, people just don't know what to do.

Hon. Mr. Bennett: Could I ask you then, that if you have the complaints, would you tell us about the specific individuals. Then we'll see to it that Mr. McHaddie, or some other representative, goes in and has a chat with these people.

Our representatives are the people who license these operations. If an operation is having difficulties, or is close to failure, or failing, or failed, it's up to us to see that something in the way of information or advice is given to try and save, or salvage, whatever happens to be there. I can only add that if hon. members find there are some failures, or there are people in trouble—

Mr. Sargent: Do you really mean that?

Hon. Mr. Bennett: I certainly do mean it.

Mr. Sargent: Let me help you here with one thing. There was a case about two years ago when a big computer firm went broke; and you guys gave them \$2 million to stave off their—

Hon. Mr. Bennett: Would the member be more specific as to who it was?

Mr. Sargent: I've got the clipping in my file, but the fact is Mr. Martel said something that's very important. I think he's so right. Everything he says is right. We've got to do something for these people.

Hon. Mr. Bennett: We are there with our district offices to give that assistance.

Interjection by an hon. member.

Hon. Mr. Bennett: There is a problem if people aren't going to be honest enough to tell us the difficulties they are in. There are some people in business, and I don't think I have to overemphasize it, who hesitate to indicate to anyone the difficulties they are experiencing because they are embarrassed by it. But the government people are there to give them the help that they are able to and, if not, we will bring in outside talent.

Mr. Martel: I just think you might do a little advertising in the Sudbury basin, Mr. Minister, to try to draw these people out so they would feel comfortable to discuss these things with your people.

Hon. Mr. Bennett: Obviously a public meeting won't do that.

Mr. Martel: It doesn't have to be a public meeting. I'm just saying let's get some information to the people so that they know there are people that they can go to who, in fact, will assist them.

Mr. Sargent: There are members of Parliament but they can't be everywhere.

Hon. Mr. Bennett: I might indicate that some of the new advertising that we are starting with NODC with the establishment of our field office operations will indicate some of the services we have. We will try to introduce the personnel via the newspaper as to who these people are in their districts so that the operators, either from a business point of view or a tourist operation point of view, will know whom they should be contacting and where to contact them.

Mr. Maeck: They should be advised to join a tourist association, too, because a lot of information can be obtained through the officials of the association.

Mr. Martel: There are some down in the French River area, but I don't think in the immediate Sudbury area itself that they are all that powerful. The French River has a very effective group. Certainly around Sudbury there are a lot of independent camp operators who are really feeling the squeeze.

I'm not even sure they have a camp operators' association.

Hon. Mr. Bennett: Sudbury-French River Regional Tourist Council.

Mr. Martel: Yes, the French River one is very strong and they know where they are going.

An hon. member: Yes, one together.

Mr. Martel: Right. The people I am speaking about are particularly in and around the Kukagami Lake area and so on. I have written the minister about them. They are having tremendous financial difficulties in that area. They want restocking as the sole answer.

Hon. Mr. Bennett: Restocking is a Natural Resources responsibility.

Mr. Martel: Right. I'm aware of that, but that isn't the answer, because as fast as Natural Resources put the fish in they die. In my opinion, they have to move to a completely different type of operation.

Hon. Mr. Bennett: Family resorts.

Mr. Martel: Something along that line. Information in that respect would be important to them.

Hon. Mr. Bennett: We have had one or two already in the province who have changed over from a fishing and game situation into a family resort entertainment centre and are doing fairly well.

Mr. Martel: That is what these people are going to have to do.

Mr. Sargent: Who makes the decision, Etchen or you?

Hon. Mr. Bennett: Related to what? The board of directors make recommendations to the minister and I, in turn, bring the recommendations to cabinet for approval.

Mr. Sargent: Can you veto and override their decision?

Hon. Mr. Bennett: Can I veto whose decision?

Mr. Sargent: The board's.

Hon. Mr. Bennett: The board has only a recommendation.

Mr. Sargent: I see.

Mr. Chairman: Mr. Spence.

Mr. Spence: Mr. Chairman, I would like to ask the minister something about the \$250,000 budget to promote historic heritage highways, which impresses me tremendously. I see you are going to make available a 65-page booklet, written in French and English, to inform tourists about these heritage highways.

Mr. Chairman: Mr. Spence, what's that under?

Mr. Spence: That's under highways; that's under tourism.

Mr. Chairman: Heritage highways.

Mr. Spence: Tourism development.

Mr. Chairman: Regional associations.

Mr. Spence: That was announced by you, Mr. Minister on May 14, 1973, as a programme through which you are going to inform tourists that come into the Province of Ontario of the heritage highways that you've designated. We are interested which ones will be heritage highways. Are there going to be changes in the markings along these highways or is it just going to be the 65-page booklet that you are going to make available to the tourists?

Hon. Mr. Bennett: It's a multiple of things. We have the signs, as I mentioned yesterday evening, that we will now be establishing on the heritage highways, the one that has been approved by the Minister of Transportation and Communications and myself as the new symbol for heritage highways, not only in Ontario but indeed for Quebec. We have a brochure or booklet, and in addition to that we have a film which will promote heritage highways. The cost that will be involved is split three ways; the Ontario government, the Province of Quebec, and the federal travel bureau.

Mr. Spence: Now there will be no markings on these highways that you designate as heritage—

Hon. Mr. Bennett: Oh yes. The signs will be on a rust-red background with a white border. It will be a cartwheel off an old wooden cart and it will have "Heritage Highway" on the top in English and on the bottom in French.

Mr. Spence: And have you already marked these heritage highways?

Hon. Mr. Bennett: The signs we will install some time this spring.

Mr. Spence: This spring.

Hon. Mr. Bennett: The approval of the sign has only been given in the last week or 10 days. The Province of Quebec sign, I just say to you, might be slightly different than ours inasmuch as rather than having the language above and below the cart-wheel, they are thinking as putting it on as a little addendum to the bottom of the sign.

Mr. Spence: We find highways not too far away from 401 in our part of the province—in the Windsor, Chatham, London area—which became outdated; Highways 2 and 3. Of course, they built 401, which was certainly needed, but we in southwestern Ontario feel that 401 slices the traffic right through the Province of Ontario. I command you on this heritage approach and I expect Highways 2 and 3 will be heritage highways.

There are millions of dollars invested on those highways, but the traffic left those highways and uses 401. It will be a stimulant to the small businesses. Thousands and thousands and maybe millions of dollars have been spent by these people. What highways will be marked as heritage highways this spring, Mr. Minister?

Hon. Mr. Bennett: The heritage highway that I speak of at the moment is the one running from Quebec City through to the border, to Windsor, and we will have a strip map that will indicate that particular route. I might say that with other highways in the province, we are looking at them to come into principal tourist attractions. For people who like to see the scenery of the Province of Ontario, and not just four lanes of black-top, they would be well directed to take other more scenic routes through the province, which would give some of the smaller communities a much more viable operation.

Mr. Spence: I am impressed with your approach to this. This has been talked about for quite a number of years in these estimates and a certain segment of our province is not getting benefits from the tourist dollars, or more tourist dollars—and I commend you on it.

Hon. Mr. Bennett: I just hope you don't expect that we will have them all established within the 12-month period following this.

Mr. Spence: No, but we know you are going to make an effort.

Hon. Mr. Bennett: That is our desire—to get them into operation.

Mr. Spence: We are pleased with it.

Mr. Chairman: Mr. Sargent, did you have something further?

Mr. Sargent: Yes I do, Mr. Chairman. I would like to talk to you about the Bruce Peninsula. We have hundreds of resort operations up there feeding back from both sides off the highway and they are not allowed to sign their business at all. In the Thousand Islands area from, say, Watertown going south in New York State, all along those four-lane highways there are all kinds of signs for tourist operators, for good restaurants—you name it. They are allowed to put big signs along the highway saying, "Five miles to Joe's Restaurant," or such-and-such a motel—right on the highway as part of their highway signing.

I'd like to know where these arrogant guys in the highways ministry can tell the industry they cannot do this on our highways in Ontario. Who the hell are they trying to kid? They don't own the highways; we own the highways. The people who generate the money for these highways are the people.

Every year in the fall, the CNE breaks every law in the book when they put these signs along the highway. At every crossroads they have CNE signs. They are breaking the law. If an entrepreneur wants to put up a sign in our area, Mr. Minister, he can't put a sign up saying it's two miles into his camp. I think that is very important to the industry.

Hon. Mr. Bennett: I don't disagree that signing is a problem in the province. We experienced that throughout our tour in the summer. Community after community complained there wasn't adequate signing about their location related to the next community or people coming from a principal location, and that historic sites within the community were not well enough promoted on the highways. I would have to say to you, Mr. Sargent, that in the general discussion of signing there was never any support given to allowing commercialism along our highways.

Mr. Sargent: Who by?

Hon. Mr. Bennett: Municipality after municipality after municipality. I think if you carefully review it with people you will find there are many who are opposed to putting our highways in the condition that we experience south of the border.

Mr. Sargent: I don't go along with that.

Hon. Mr. Bennett: Well, that's fine. Let me finish if I might. Most of them find that this would be a blight on the landscape and if we are here to—

Mr. Sargent: What a bunch of nonsense. That is a resort area up there.

Hon. Mr. Bennett: If we are here to try—that is why we are the government because we still think there is a reason to keep things in a presentable condition. The fact is once you start allowing commercial industries to start putting signs along your highways, not within the limits, you can look for nothing but trouble because you will have one sign after another. It will become an absolute disgrace and a disgusting presentation to the people travelling in your province.

Mr. Stokes: Have you never gone by a sign saying Ontario Highway project courtesy of William Davis and Gordon Carton?

Mr. Sargent: Have you travelled the highway I was talking about?

Mr. Stokes: Sign pollution.

Hon. Mr. Bennett: Those signs are very informative of what this government is doing for the people of this province and the people who are travelling in this province.

Mr. Martel: The signs stay up after the project is completed.

Mr. Chairman: Order.

Mr. Sargent: You are getting a bit sickening in that. We have heard this for 10 years, this nonsense, and it gets a bit—

Mr. Chairman: Order. Mr. Sargent, we have just finished the estimates of the Ministry of Transportation and Communications—

Mr. Sargent: I have 45 minutes to talk if I want.

Mr. Chairman: —under which this item would come.

Mr. Sargent: Yes, sir.

Mr. Chairman: There was considerable discussion, I might say, on highway signing last week.

Mr. Sargent: By this man alone? I am talking tourism.

Mr. Chairman: It is under the estimates of the Ministry of Transportation and Com-

munications; this matter does come under this minister.

Mr. Sargent: I don't think you are right.

Mr. Chairman: It certainly does.

Mr. Sargent: I will challenge your ruling, sir. Mr. Minister, have you travelled the highway from Watertown south?

Hon. Mr. Bennett: Yes.

Mr. Sargent: All right. It is a beautiful four-lane highway and they have in the decor of the highway—"10 miles to Morgantown" or whatever you want to call it; and then "Five miles along further to Joe's Camp"—in the decor of the highway signing system—and that is our economy up there—and you have the audacity to tell me we can't sign our development properly?

Hon. Mr. Bennett: I said in my opinion.

Mr. Sargent: In your opinion? Let me tell you something. We had to fight for five years to get a sign up for a town called Tara which is off the highway. That's the arrogance of this department and they have done a snow job on you, too.

Hon. Mr. Bennett: No. I think I have got enough common sense to know when things are being properly presented and I will recognize—

Mr. Sargent: You are only a young guy yet.

Hon. Mr. Bennett: That's right, and maybe I am not dry behind the ears either, Mr. Chairman, but at least I have had some experience and I think I am able to draw some fair conclusions. If I may say, Mr. Sargent, I do agree there is an inadequate situation in signing some of our municipalities and some of the historic sites that your taxpayers' dollars have brought into being in those communities. Our ministry is working at this moment to try to bring to a conclusion a report that will give a very clear understanding to T and C on what we think—

Mr. Sargent: That is peanuts. We are talking dollars.

Hon. Mr. Bennett: It might be, sir. We are talking dollars also, and we think this is the most important thing that needs to be pointed out.

Vote 1902 agreed to.

On vote 1903:

Mr. Chairman: On vote 1903, Ontario Economic Council programme. Carried?

Mr. Stokes: Could we have a rundown on the projects undertaken by the Ontario Economic Council? The last one of note was a critique of the forest products industry. I haven't seen anything that caught my attention to the extent that one did.

Hon. Mr. Bennett: Mr. Butters will speak to that. I might say that the last major report that came out was the one on the Planning Act for the Province of Ontario. It was just a matter of months ago.

Mr. Stokes: That might well be. I want to know who the members of the council are now. They change from time to time and I am not aware of them. I want to know what projects you have been asked to undertake on behalf of the province.

Mr. Sargent: You tell us what is good for us, Mr. Minister. They are the government, those guys.

Mr. I. Butters (Executive Officer, Ontario Economic Council): The members of the council at the moment are David Archer, president of the Ontario Federation of Labour; D. J. Collins, chairman of the regional municipality of Sudbury; J. Douglas Gibson, an economist and company director; Rowland J. Hill, vice-president and regional director, International Union of Operating Engineers; T. S. Jones, vice-president, Anglo-Canadian Pulp and Paper; Prof. Stuart H. Lane, professor of agricultural economics at Guelph; Miss J. Elizabeth Leitch, up until recently economic adviser to the Canadian Imperial Bank of Commerce; Purvis Littlejohn, past vice-president, Ontario Federation of Agriculture; Mrs. A. F. W. Plumptre, whose name I think you know.

Mr. Martel: Everyone is well aware of Mrs. Plumptre.

Mr. Stokes: She would hardly have much time to spend in your deliberations.

Mr. Butters: On the contrary, Mrs. Plumptre attended a meeting of the co-ordinating committee at noon today, and when I left the council meeting she was still sitting there.

Morgan Reid, vice-president, planning and development, Simpsons-Sears; Bill Spicer, whom you know; W. R. Stadelman, president, Ontario Research Foundation; R. B. Taylor, vice-president and treasurer of the Steel Co.

of Canada; and W. Roy Thompson, fuel dealer.

Within the past month we have had a new chairman appointed, Grant L. Reuber, who is professor of economics and dean of social science at the University of Western Ontario.

Mr. Sargent: What do you pay him?

Mr. Butters: There was an order in council promulgated on that, establishing his rate on a per diem basis at \$200 per day.

Mr. Sargent: Mr. Chairman, I make a motion that we abolish the \$402,000 and call for a vote on this right now. I mean that. Have I got a seconder?

Mr. Spence: I will second it.

Mr. B. Gilbertson (Algoma): Want us to call in the members?

Mr. Chairman: Would the minister like to open up discussion on Mr. Sargent's motion?

Hon. Mr. Bennett: Well, Mr. Chairman, while some might have some misunderstandings about the Economic Council, it has worked as an independent arm of government in reviewing areas of importance to the Province of Ontario.

It has reviewed such things as the Planning Act, and I think you had a rather extensive report on that. And most people in the Legislature agreed it was essential that some outside body should have undertaken the complete review of the situation.

The Economic Council has contracted with a number of groups out and away from its own body to try to keep the staff employment position to a bare minimum. There was no difficulty—they could have come to the government and said, "Instead of contracting with consulting firms or organizations, we could hire more and more people to come into our operation."

Mr. Sargent: If you polled 117 members of the Legislature, no one would know what they do.

Hon. Mr. Bennett: Mr. Sargent, I wouldn't completely disagree with what you are saying. I think it was in recent days, Mr. Butters, was it not, that we put out a brochure—

Mr. Butters: Yes.

Mr. Sargent: A half million dollars.

Hon. Mr. Bennett: —which gave a complete background on the Ontario Economic Council. I don't know how many people took

the opportunity to read it; I certainly wouldn't want to—

Mr. Sargent: With \$402,000 you could afford to.

Hon. Mr. Bennett: I beg your pardon?

Mr. Sargent: With that kind of money, you could afford a brochure, I guess.

Hon. Mr. Bennett: Well, it provides a service to this province in reviewing industries, economic problems and various areas of concern.

I think the most important thing that I can say about it is that it is a group that is not under the direction of a ministry; it is financed by it but it is independent. It reports to the Legislature through the Minister of Industry and Tourism, but it is certainly not at my direction nor under my control. I think this is a worthy position for an organization such as that; it is completely independent and can give an impartial position on economic problems within the Province of Ontario. They also would recommend things they think we should be doing as a government to make some changes and to improve the economics. I come back to the last report on the planning. While many have disagreed with the Planning Act—and I suppose it certainly has some weaknesses—no one can deny that—

Mr. Martel: But you would?

Hon. Mr. Bennett: —for years we have been looking at it. I beg your pardon?

Mr. Martel: Would you go that far?

Hon. Mr. Bennett: I certainly would go that far after having municipal experience. I think that in time it will be corrected, but there is a great deal of research to be done. And not by politicians either. Too many times the politicians would like to get into the Planning Act, then we'd have such a helter-skelter that we wouldn't quite understand really what it was we were trying to succeed in doing. Now, the Economic Council took the Planning Act and reviewed it and all the things relating to planning.

Mr. Sargent: What does John White do?

Hon. Mr. Bennett: I beg your pardon?

Mr. Sargent: I thought John White was in on it.

Hon. Mr. Bennett: Mr. White is in charge of the Act as it presently stands. What the

Economic Council was doing through its consultants was—

Mr. Sargent: Mr. Minister, do you know how many millions of dollars we spend each year on studies and all these things, ongoing studies in every area? Millions of dollars.

Hon. Mr. Bennett: Substantial, substantial.

Mr. Sargent: And you are only—

Hon. Mr. Bennett: But I am referring to the vote we are presently looking at: \$402,000. The situation is that in the area of planning, which we were very critical of as members and municipalities, they went back to day one. They did a survey and a review of the situations that have been taking place and some of the decisions that have been rendered by various bodies in this government, including the Ontario Municipal Board. They looked at the various aspects of it and they called in outside organizations that could afford them some advice as to what they felt were the shortcomings of the planning.

After many hours of deliberation, review, and discussion—not only, may I say, with their own council but indeed with people in various walks of life in municipalities; developers and other people who would be directly affected, housing corporations and so on—they put together a report.

First of all a three-part report which was circulated to a group of people who were to see exactly whether they had covered all the areas they should. From that point they made a final presentation. And that presentation has been put into the House. I think that if we study that report carefully enough, we will find that it has a great deal of valuable information that can assist in re-drafting the Planning Act—as it has proposed to do. The report is complete, I think, and in as a great a detail as you would expect.

Mr. Sargent: What are they going to do next year?

Hon. Mr. Bennett: I beg your pardon?

Mr. Sargent: What are they going to do next year?

Hon. Mr. Bennett: In the year to come in the current situation, you have—somebody had the sheets this morning, with the proposed projects.

Mr. Sargent: Think up something to do.

Hon. Mr. Bennett: No, it is not a question of thinking up something to do—

Mr. Sargent: It's not enough money.

Hon. Mr. Bennett: —because some of them are already, as you can appreciate, under way.

Mr. Stokes: While you are looking for that, with Mr. Sargent's indulgence I want to commend the Ontario Economic Council for the invaluable work it did on a critique of the forest products industry. I have quoted that report on a number of occasions in highlighting the shortcomings of the Ministry of Natural Resources in proper resource management and husbandry. As a matter of fact I spoke to the Ontario Professional Foresters at the Inn On The Park about two hours ago and I actually quoted from segments of that report.

I am not as familiar with all of the activities of the Ontario Economic Council as I should be but in the areas of direct interest and concern to me I would like to think that it was an objective, and an impartial study of the task before it. I would like to commend the council for the job it did on the areas that I am knowledgeable in. And I would have to say that I couldn't support the motion of the member for Owen Sound to wipe out this \$402,000.

Mr. Chairman: I didn't. Your last statement was?

Mr. Sargent: I might lose this, eh?

Hon. Mr. Bennett: In answer to the question, I'm not sure, was it you, Mr. Sargent, who asked what are the studies presently going on. Mr. Butters, would you like to answer Mr. Sargent?

Mr. Butters: It is not an easy question to answer at the moment, because I think you must appreciate that we do have a new chairman, and the operation of the council largely reflects the chairman and the chairman's views in the areas he wants to work in.

Mr. Sargent: Who was the chairman last year?

Mr. Butters: We only had an acting chairman last year. It was a holding operation; Dr. Wood from Queen's University. That was in the period after Dr. Gillies left and before Mr. Reuber was appointed.

Mr. Stokes: You think Dr. Gillies has a fairly safe seat, do you?

Mr. Martel: I'm just wondering if that's a sounding board for politicians.

Mr. Chairman: Mr. Sargent, do you wish your motion put?

Mr. Sargent: Certainly.

Mr. Chairman: Would you word it again, please?

Mr. Sargent: My motion is that we vote to turn down the \$402,000 on vote 1903.

Mr. Maeck: Mr. Chairman, on a point of order, when we're finished the discussion on this particular item doesn't the member then have the right to vote against it if he wants to? Why do we need a motion for this?

Mr. Sargent: Sure.

Mr. Chairman: Do you wish to put your motion now, Mr. Sargent?

Hon. Mr. Bennett: Mr. Chairman, if I may just before we finish, I'll give you the projects that we're—

Mr. Sargent: If he's going to ask is it carried, all I can do is—

Mr. Maeck: You can say no.

Mr. Martel: On a point of order, if the motion is defeated, does that mean this item carries?

Mr. Maeck: Of course; it ends the discussion. That's what I'm checking. You have the right to say no when he says "Does the motion carry?" and then he does the necessary steps. He calls for ayes and nays.

Mr. Stokes: Further to the point, or the direct question posed by Mr. Sargent, I think it's unfair to this committee to say that you are coming here for \$402,000 and you're at the disposal of the new chairman. You said that items which will come up for study during this year or for next year will be at his discretion. Surely, you're not going to bring a brand new novice in off the street and say, "Now, what do you want us to discuss?" I don't think that's the way the council functions at all.

Mr. Butters: It was a misunderstanding of the question on my part, when you mentioned next year. I was thinking of fiscal year 1974-1975 and we've just been deeply involved in working out what our requirements might be for that year. Our main thrust this year has been our social goals programme and we have been carrying this out in three phases.

We've been trying to set out the longer term goals for the people of Ontario if you keep in mind that the shorter term goals are a matter of the government of the day.

Mr. Martel: You are bombing on that.

Mr. Butters: We've been trying to look beyond that. This was one of our goals' studies and, incidentally, I should say that the municipal planning—

Mr. Stokes: What's the name of it?

Mr. Butters: This is subject to approval; "A Review of Municipal Planning in Ontario." This is unique among the series we're working on now because it not only sets out the historical perspective but then moves forward in itself. It was considered such a critical area. The other areas we are working out and we have almost completed the analysis of the studies; one is undertaking an analysis of the economic implications of pollution and environmental control. There is another one to identify and assess the significance of policy issues related to agriculture and rural development.

Mr. Sargent: May I ask you this? What has the Ministry of Environment to do with that? Are they doing the same job too, or what? Is it a duplication?

Mr. Butters: No, this is not a duplication. We are trying to establish how policy developed in the period 1945 to 1971 with a view to seeing where we're headed now and what we might well expect and what the people of Ontario want, which might be two different things.

Mr. Stokes: In reference to the one study, the environmental study that you speak of, that rings a bell because one of your members on the Ontario Economic Council is also a member of the advisory committee to the Minister of Natural Resources, one Mr. Tom Jones. When we questioned the Minister of Natural Resources about his competence—Mr. Jones' competence—to sit on the board which is going to deal with all of the problems that confront the Ministry of Natural Resources including mercury pollution, the minister was quick to reply that this was one of the areas they wouldn't be talking about. Now you have the same Mr. Jones sitting on a study, and I don't know whether it would be appropriate.

Mr. Butters: There is quite a difference actually. This study is being undertaken by a Dr. Walter Smithies, an outside consultant,

on behalf of the council. The draft reports come into the council and are vetted by the council as a whole.

Mr. Sargent: Who pays the consultant?

Mr. Butters: The consultant's report, yes.

Mr. Stokes: Will Mr. Jones declare a conflict of interest? He was the superintendent, or the president, or the manager of a company that contributed more to mercury pollution than any single company on the North American continent, other than Dow Chemical, I would think.

Mr. Butters: We are well aware of that situation. There has been no conflict of interest to this time; I give you my personal assurance on that. I know every council member is aware of his position.

Mr. Chairman: Mr. Sargent, are you ready to put your motion?

Mr. Sargent: If I may.

Mr. Stokes: If you put the motion, this vote is carried. I want to ask specifically of Mr. Butters what, if anything, you are doing with regard to an evaluation of the wise use of our natural resources and economic development, which are two of the three problem areas that you are charged with in the Ontario Economic Council?

Mr. Butters: This specific area, exactly as you spell it out, is part of the study that Smithies is undertaking. The draft report is finished. I left the council at 3 o'clock today immediately after the council passed a motion that the report be moved ahead and edited, with a view to release around Dec. 31 or as shortly as possible thereafter.

Mr. Stokes: Will this cover economic development right across the province or just this area?

Mr. Butters: Right across the province, in the environmental field, the natural resources field.

Mr. Stokes: Good.

Mr. Sargent: I am surprised you can find that many people with nothing else to do. That's all.

Mr. Martel: Do you make all those reports available once they have been accepted? Are all reports sent out to the members?

Mr. Butters: All reports that we publish are sent to the members.

Hon. Mr. Bennett: I think you all got one report recently.

Mr. Martel: Yes, we got that. I am more interested in the one that Mr. Stokes is talking about, economic development in the natural resources field.

Hon. Mr. Bennett: The report doesn't come to the ministry for vetting. We have nothing to do with it. It is just submitted to the Legislature through the ministry as a fait accompli.

Mr. Chairman: Any further discussion on Mr. Sargent's motion?

Mr. Sargent: Question?

Mr. Chairman: All in favour of Mr. Sargent's motion, a motion to reduce the amount of money supplied for—

Mr. Sargent: Not even to one dollar.

Mr. Chairman: —the Ontario Economic Council.

All in favour of Mr. Sargent's motion say "aye."

All opposed to Mr. Sargent's motion, say "nay."

In my opinion the "nays" have it.

Vote 1903 agreed to.

Mr. Sargent: Just like a bunch of sheep. That is all.

Mr. Chairman: Vote 1904, Ontario Place Corp. Programme. Mr. Martel.

Interjections by hon. members.

Mr. Chairman: Order. Mr. Martel has the floor.

Mr. Martel: Mr. Chairman, this past summer Sudbury Day was held at Ontario Place.

Hon. Mr. Bennett: That's right.

Mr. Martel: It was rather successful except that, in speaking to a number of people who were responsible for it, I heard apparently that there was a press release drawn up by somebody who used to work around Queen's Park, which said "play down Sudbury Day." The Toronto Star managed to get hold of that press release, suggesting that Ontario Place and the advertising surrounding Ontario Place be played down. That's the first point I want to raise.

The second point, as I understand it, is that the advertising with respect to other

endeavours listed the various endeavours that would be carried, but, in fact, around Sudbury Day there was just a blank called Sudbury Day. I was really disturbed when I heard that because the man I talked to actually saw the press release that was to go out, saying "play down Sudbury Day." The Toronto Star got hold of it and I want to know why.

Mr. I. McLennan (Director General, Ontario Place Corp.): If Mr. Casey—

Mr. Martel: Mr. Casey, that was the fellow's name.

Mr. McLennan: If he comes back in I think he can give you some of the complete details. That was an internal memo which was not intended to have the effect of playing down Sudbury Day. We had two people in charge of public relations within our organization, specifically for two different parts of our operation. One was told to play it down in terms of her operation so that the other could take it over. It was purely an internal thing but it in no way was intended to actually play down overall publicity for Sudbury Day.

Mr. Martel: That certainly isn't the impression the people from the north got when they learned of this memo.

Mr. McLennan: Sudbury Day had more publicity than any other.

Mr. Martel: I only tell you that they got their hands on the memo, and it said, "play down Sudbury Day." It left a kind of a bitter taste in a lot of people's mouths that that would even be suggested, because I don't think I have to remind you that it was probably the most successful day—

Mr. McLennan: It was.

Mr. Martel: —that Ontario Place has ever had. For someone even to suggest playing it down without giving to the people who were putting it on the proper explanation you have given me, did not send anyone back to the north looking too favourably on that memo.

Mr. McLennan: In our experience, when we have tried to explain something like that getting out and being misinterpreted, the explanation sometimes gets misinterpreted. That was an unfortunate situation but I re-emphasize that there was no intention whatever to play down Sudbury Day. I can't

imagine why there would be such a reason for us to do it.

Mr. Martel: No, neither could I but, as I say, it was just drawn to my attention.

Mr. McLennan: It was a complete misinterpretation of an internal memo.

Mr. Martel: It has certainly sat in my craw for the past three or four months, waiting to find out what in God's name was going on.

The other point is with some of the advertising. There wasn't a breakdown of the programming—the specific events and so on—as there was in other cases. They weren't in the newspaper advertising, particularly the Thursday and the Friday immediately preceding the actual Sudbury Day. That was the other complaint I received.

Mr. McLennan: Specifically about Sudbury Day?

Mr. Martel: Yes, specifically about Sudbury Day.

Mr. J. W. E. Brown (Director, Administration and Finance, Ontario Place Corp.): There was only one newspaper ad and that was on Friday.

Mr. Martel: Right.

Mr. Brown: Friday preceding the day.

Mr. Martel: Yes, it just had "Sudbury." It didn't mention the various types of entertainment, I don't think, but rather just Sudbury Day.

Mr. Stokes: Mr. Chairman, would it be in order to ask these two gentlemen to identify themselves so that at least we will know who we are talking to?

Mr. McLennan: I am Ian McLennan; I am director of Ontario Place. This is Jack Brown, our director of finance and administration.

Mr. Martel: With some encouragement we will give you another smashing day next year. How's that?

Mr. Pillgrem: It was a smashing day.

Mr. Chairman: Mr. Sargent.

Mr. Sargent: Mr. Chairman, I think that now we are hooked with this lemon, \$14 million.

Mr. McLennan: It wasn't a lemon this year.

Mr. Sargent: Just a moment. That's my opinion, but I will say on the credit side of the ledger, I was there when the Queen arrived that day and to have a man like Len Casey there is a credit to you. There is no better showman in Canada than Casey, I don't think. I think you are lucky to have him to pull the fat out of the fire; you have a real winner there. It's pretty damned rough for us to see \$14 million go down the pipe here. We are in the development business up our way, the tourism business, and we can't even get a railroad or anything up our way and you have this kind of money in the pot down here. But we have it now and you are lucky to have Casey, that's all I can say.

Mr. Chairman: Mr. Stokes.

Mr. Stokes: Yes, I want to find out—Mr. McLennan said that it was not a lemon this year which is sort of an indication that it has been in years gone by—

Mr. McLennan: I didn't say that either.

Mr. Stokes: I want to find out specifically where your additional development is going. You are asking for \$2.6 million; loans for construction is \$1.1 million and transfer to cover operating grants is \$1.5 million. Could you give us a rundown on where you are spending the money, where your deficits are and if there is any possibility of them improving as time goes on?

Mr. McLennan: I can give you a breakdown of that \$1.1 million first, if you like. I think it's recognized by everybody that the exhibit programme in the pods that originally had been put in was something less than successful. I don't want to elaborate on it except that they were not terribly popular exhibits. We devised a scheme whereby we were going to change those and indeed we have captured, I think, the imagination of the public by putting something a great deal more imaginative in those exhibit pods. There was a problem of traffic circulation which necessitated the building of the west island bridge; that has vastly improved the movement in that area. I think everybody agrees that the children's village has been an extremely popular item that warranted expansion and improvement, and indeed some needed maintenance, because it's so popular that the depreciation and maintenance factors are very great. Take such things as the forum sound console. Everybody appreciates the quality and nature of the presentations in the forum, but we did

have a problem with the quality of sound, and in the actual mechanical manipulations of sound. By improving the sound, we have vastly improved the quality of the overall presentation. And we have made other improvements involving the general site—better landscaping—which are part of the normal growth we feel appropriate for that vicinity.

Mr. Stokes: All right. Now, since it's supposedly a show-piece for Ontario, and I think it was John Robarts' answer to Expo 67, why don't you—now you may have done this, and correct me if I'm wrong—I've only been to Ontario Place twice and my visits were for official functions, and a leisurely stroll through, so I'm not as familiar with it as I should be—

Mr. McLennan: Was that this year, sir?

Mr. Stokes: No, it wasn't; it was last fall, last winter, I guess, was the last time I was there.

And I'm wondering is there any way in which you can advertise what Ontario has to offer in other areas. I'm thinking in terms of displays of Indian handicrafts. Now, I understand there was a boutique there that wasn't too successful.

Do you have any display of the handi-craft work, not for sale, but for general observation by the public, to let them know and identify the area from whence it came? Do you have anything dealing with the natural resources industry whereby we can show visitors, school children among them, the various tree species that we have in the province? Do you have a display of fur-bearing animals to show them our resources, to give people who come from other jurisdictions an idea of what we have and where it might be found in the province? If it's going to be a show-place for all of Ontario—if you haven't done this sort of thing, will you?

Mr. McLennan: One of the things we're particularly cognizant of is how we should fit in with other institutions that are available to people either from the Metro Toronto area or who come to Metro Toronto from other parts of the province.

If we're talking about fur-bearing animals, we think it's more appropriate that the Royal Ontario Museum deal with them, because the ROM's resources are more adequately suited to their presentation and interpretation.

If it's something that has to do with handicrafts, I think you may be aware that

the Ontario Science Centre is planning a major rural crafts and Ontario crafts exhibition this coming summer. We're going to piggyback on that to a certain extent, and we're exploring the possibility of a co-operative programme with that exhibition.

But we have to also deal with the fact that we're dealing with a mass audience; we have to, the sheer economics of our situation are such that we have to deal with masses of people, and we have to programme accordingly. So what we do as far as interpreting what goes on in other parts of the province, for instance, is very largely incorporated within our filming. I think that the film that we have this year, *Catch the Sun*, represents many other parts of Ontario quite adequately. It does it briefly but within those brief moments a great number of people are reached.

If we have something that requires a lot of energy to deal with a very few people looking at a particular handicraft thing, then the resources we have to spend on that in relation to the people served just don't add up economically.

Mr. Stokes: Well, what kind of exhibits—you know, you mentioned just exhibits and what you had done in the past was less than successful. What are you doing to correct it?

Mr. McLennan: We changed from an exhibit concept into multimedia theatre concepts. And within these multimedia theatres we are interpreting various facets of life in Ontario, or giving the opportunity to people in Ontario, the film-makers and media representatives, to present their wares.

We have completed a very successful multimedia programme on Toronto as a beginning. We have plans to institute a programme on the Ottawa region for this coming year. We hope each year to pick out another part of the province.

Mr. Martel: Ottawa got in there; was there any influence by the minister on that?

Hon. Mr. Bennett: Absolutely not. In fact I don't even know him.

Mr. Sargent: Carried.

Mr. Martel: We showed you how to run it.

Hon. Mr. Bennett: I will admit that the people from Sudbury did give us a few lessons that day.

Mr. Stokes: In terms of dollars, where does the operation now stand? Are you

breaking even other than your capital expenditures or do you still need a helping hand with regard to operating costs?

Mr. McLennan: There are various ways of looking at it—and I am not trying to be devious. We still require a subsidy. But we could change that into a money-making operation very easily by changing the rate of admission, by altering the economic structure of the thing, but it wouldn't serve as many people as well at it does now.

Mr. Stokes: All right, you are asking for \$1.5 million as an operating subsidy this year.

Mr. McLennan: Correct.

Mr. Stokes: What is it likely to be next year?

Mr. McLennan: Would you care to comment on that, Mr. Pillgrem?

Mr. Pillgrem: I can't comment on that at this particular moment, sir, because there has been no finalization of budget for next year. The board of directors of Ontario Place are working on it—

Mr. Martel: It's a good socialist question, you should answer that.

Mr. Pillgrem: I am not a very good socialist.

Mr. Martel: That's unfortunate. You are entitled to one mistake in life.

Mr. Stokes: So you wouldn't even hazard a guess as to whether you will require the same amount next year, or you don't anticipate an increase in fees? Because, you see, fine and dandy, this is all right, it's a showplace and people will go once and get a big kick out of it.

Mr. Pillgrem: They go much more often than once.

Mr. Stokes: I am told by people who live in Toronto that it's a wonderful experience, but after you have seen it, you have seen it. Now, I just want to remind the minister, and this is no criticism of the staff, I just want to remind the minister that every time we hand out money like this, \$2.6 million, every taxpayer in the Province of Ontario pays his share. Now, a good many of the people that I represent will never get to see it for whatever reason. They are too far away, or they lack the resources to come down and see it.

I am just saying that I think that to the greatest extent possible you should put this on a self-sustaining basis. Because I can tell you that there's a good many things that I would have given greater priority to, you know, social needs and the delivery of services wherever in the Province of Ontario. Now, you may be able to justify this in terms of Toronto, which is the greatest tourist attraction I guess in Canada, from the point of view of attracting tourist dollars—

Mr. Sargent: Maple Mountain would be a good one.

Mr. Stokes: —but it's very difficult for me to justify this, Mr. Chairman, in terms of the people in Upsula, Savant Lake, Beardmore and what have you. So as I say, I am appealing on their behalf to at least justify it more than you have at the present time, because the expenditure includes not only the capital dollars that went into it, but the ongoing assistance by way of grants for operating expenses. So I would like you to keep this in perspective.

Hon. Mr. Bennett: If I may just give you a quick summary of it, Mr. Stokes, if possible. First of all, attendance was up considerably this year; about a 24 per cent increase. When you say people go once, that has not really been the case that has come to our attention. There have been some surveys done by outside people to give us a clear indication of where people do come from and the participation. For example, 24 per cent were from outside of Toronto.

Mr. Pillgrem: And within the province.

Mr. Stokes: Like Richmond Hill and Georgetown.

Mr. McLennan: No, beyond a 50-mile radius.

Hon. Mr. Bennett: The capital sum which we are referring to here is \$1.1 million, which is a capital investment—an upgrading of facilities. I think that we might be realistic about our approach that we are likely to meet the capital investments in this project for a few years down the road. Because there are things that have to be added to it if we are to change it and constantly make it representative of Ontario as a good advertising medium for the Province of Ontario.

Mr. Sargent: Why don't you admit you are doing a salvage operation?

Hon. Mr. Bennett: Well, we are not doing a salvage operation. It is like an arena or

any of these special operations that you get into, it takes a period of time to turn the corner and become an attraction. I honestly and sincerely believe—well, I didn't at the start, and make no bones about it. But I will say to you, frankly, that under the new board of directors and so on, I think they have put the right type of spirit into the operation and that with some of the changes that they'll make in the year to come, we will see the position come much closer to a balanced position than it has been or was even anticipated two years ago that it would be.

Mr. Stokes: I was a little bit afraid that you had a tiger by the tail too and this would be a never-ending process where the people in other parts of the province would be subsidizing this operation ad infinitum.

Hon. Mr. Bennett: We are just looking at the advertising programme for Ontario Place with Mr. McLennan and we have been discussing it with the museum, the Science Centre and Ontario Place to try and run a co-operative programme that will bring the attractions to everyone's attention. There is the new weekend programme, Mr. McLennan—is it two weekends that you have operated now?

The first they operated was the Sunday-only programme that we announced with this new film on the Iceland volcano. The attendance that particular day was 6,300 people just to see that particular movie. I am not sure what it was the previous Sunday.

Mr. McLennan: Nearly 4,000 people.

Mr. Chairman: Mr. Wiseman.

Mr. D. J. Wiseman (Lanark): Yes, Mr. Chairman. I wonder how the eating establishments are set up over there, if they're concessions, or what? I know we talked yesterday about food, but I've had occasion when I've taken somebody over there figuring I would take them out for a nice dinner—and I don't mean at the hamburger stand down there—and I've been really disappointed with the calibre of food. I'm a pretty good authority when it comes to food, and when you go over there and you pay the prices that some of them ask, you expect a good meal. You could go to most places—and I can take you to five or six other places where I know right offhand that I can get a good meal for that money. But here we are in a show-place for Ontario. We talk about other establishments—not to men-

tion along the 401—that weren't the best, and some of the restaurants mentioned coming down from Sudbury—and by golly we have one right here of our own where the food isn't all that good. Are we stuck with these people who are in there in these concessions for 10 years or five years?

Mr. McLennan: For seven or eight years, yes.

Mr. Wiseman: Why can't we smarten them up and put good food out there? Maybe in eastern Ontario we're used to good food, and I think the minister is too; we are authorities in that area.

Interjections by hon members.

Mr. Wiseman: Get Mr. Sargent's cook out there.

Mr. Martel: I thought he was there.

Mr. Wiseman: I had one meal at his place and it's the best meal I've ever had out, I think.

Mr. Sargent: Thank you.

Interjections by hon. members.

Mr. Chairman: Order, this is not a forum for promotion.

Mr. McLennan: That was a commercial for you! We've been very concerned about the food. We have contracts with the concessionaires that are very tight and give us ample room for control over them. I think our problem in the past has been enforcing the letter of those contracts. We've made great headway this year in improving those operations by enforcing the contracts we have with them. I can only say that we are geared up now to enforce them and even more strictly this next year.

Mr. Chairman: Does vote 1904 carry?

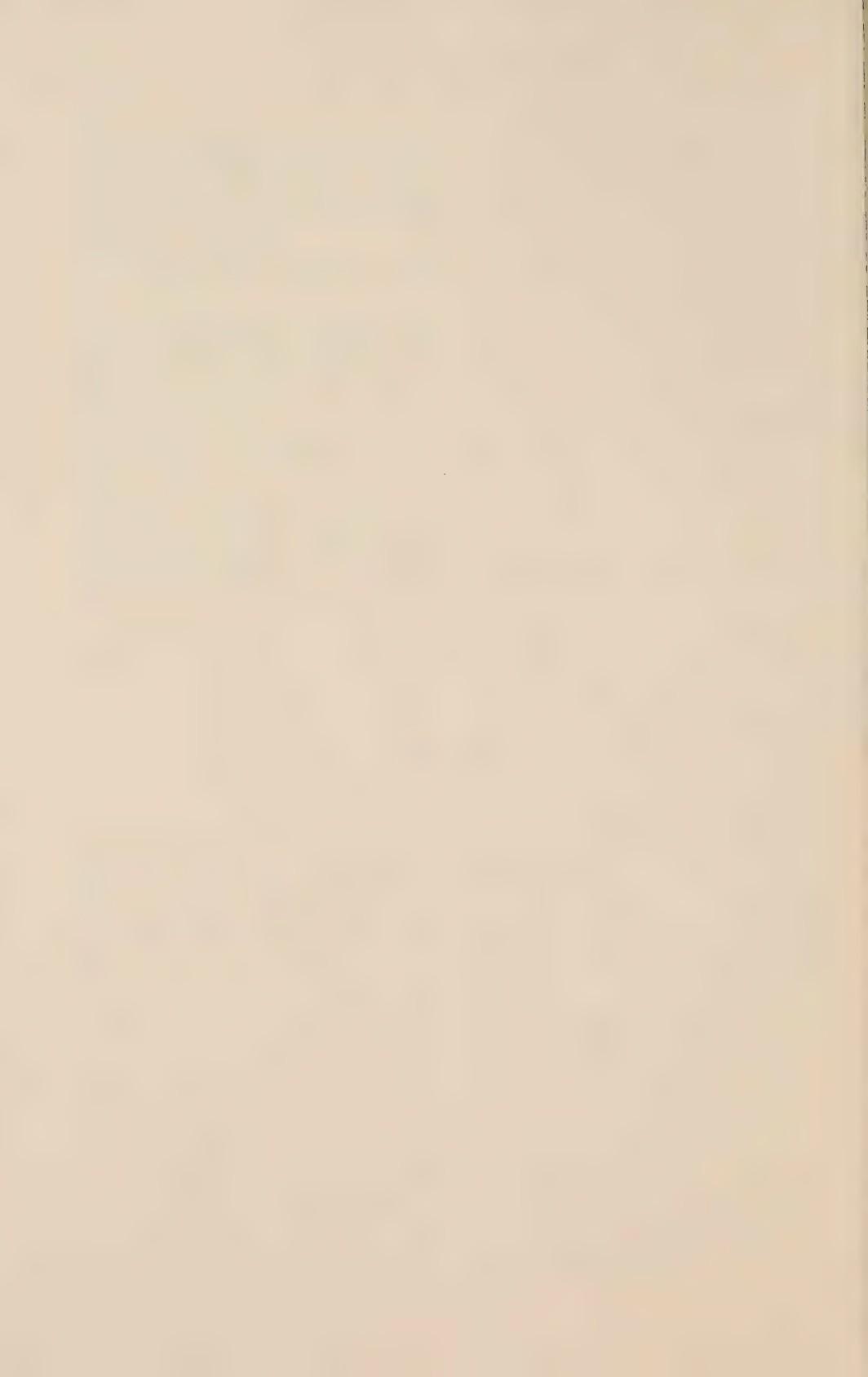
Vote 1904 agreed to.

It being 6 o'clock, p.m., the committee took recess.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Industry and Tourism

Chairman: Mr. P. J. Yakabuski

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Tuesday, November 13, 1973

Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

TUESDAY, NOVEMBER 13, 1973

The committee met at 8:30 o'clock, p.m.

ESTIMATES, MINISTRY OF INDUSTRY AND TOURISM *(concluded)*

On vote 1905:

Mr. Chairman: The meeting will come to order. We are now on vote 1905, item 1, Ontario Development Corp.

Mr. Stokes.

Mr. J. E. Stokes (Thunder Bay): Thank you, Mr. Chairman.

Before I get into any data or figures, I want to ask you one question. It's my impression that you are downgrading or placing less emphasis on counselling within ODC. Is that a fact or are you just handing out money rather than placing more emphasis on counselling or assisting people in problems they have?

Mr. A. Etchen (Managing Director, Ontario Development Corp.): Well, first of all, we've always done as much counselling as we can within the staff complement we have. I think you realize that in counselling small business you are never finished; there isn't an end to it. And I think that our consultants, when we have companies that come in and we can't provide them with financial assistance, to provide them with guidance and counselling rather than just say no to them. In as many cases as it's feasible or where it makes sense, we provide them with counselling.

We also provide substantial counselling on the cases where we've made loans. We provide them with follow-up; and whenever we have staff available, or whenever the occasion arises other than in those circumstances, we also provide it. But to answer your question: Is there adequate counselling within the province? Well, there'll never be enough. You could have 500 or 600 people doing nothing else and there would still be a demand for it. So it's all relative.

Mr. Stokes: Well, all right. I got the distinct impression in corresponding with people

within your ministry that there was a de-emphasis in counselling and as a matter of fact, you had even cut down your complement.

Mr. Etchen: I don't know how you got that impression, because ODC is having an internal reorganization and we are establishing a small business advisory branch. I think if you look in the newspapers fairly soon you will see that we are advertising for a director.

We are very conscious, and I think the board of directors are, of the need for counselling. I think it is a point that everybody is agreed upon.

Mr. Stokes: All right. I want to get to a specific situation, now that I am going to trot out instance after instance.

There was one in particular: Two women started a small bakery in a small community that I represent, and it gained wide acceptance in the community. But because they used a special kind of flour that came from southern Ontario, the high transportation costs and operating costs generally dictated that they had to expand in order to survive.

In order to expand, they had to move to new premises which were much more costly than the inadequate facilities they were working with. They had gone to IDB and got a modest sum for initial financing, \$10,000 or \$15,000. They also approached me about obtaining some assistance through NODC and, with the expanded terms of reference that applied this summer I thought that it was an excellent opportunity for NODC to give these two enterprising young women a helping hand.

I brought it to the attention of your consultants in Thunder Bay, and if my memory serves me correctly I even brought it to the attention of someone down here. It may have been you, I just can't recall. We were given assurances that one of your consultants, Mr. MacKenzie or Mr. Paddley, would go down and chat with them. I also received from one of them two application forms, and the advice that it would be necessary for them to fill out either one or both of the forms in order for NODC to make an assessment. But he also made it quite clear from the

outset that NODC was not in the business of refinancing. They are more interested in helping people who seek initial financing.

Now, as I said earlier, a \$10,000 or \$15,000 indebtedness to IDB in the overall scheme of things, to my way of thinking is neither here nor there. It was an ideal opportunity for you people to step in, to provide a small community with a much-needed service—a bakery—and to help these two women. In turn, they would have provided anywhere from 10 to 15 jobs, which is of some significance in a small community.

That is where it stands at the present time. I am wondering why it takes so long for you people to get down to these matters and tell them definitely if they qualify. If they don't qualify, maybe you should take a look at your criteria, because it seems to me that the situation is ideal; and this is typical of so many of the people who come to me.

If your present criteria don't meet the specific needs of people out there, I think you should consider changing your criteria.

If there is an enterprise any place that seemed to warrant some assistance, that was one of them. But what do we hear? "We are not in the business of refinancing; if they have been to the well before, they needn't come to see us."

These aren't answers to people's problems and I am suggesting they need more assistance. If IDB drops the ball, I think you people should be ready to pick it up, because we are talking about jobs. We are talking about a service that is badly needed in a relatively remote community, and it seems to me that all of the ingredients are there for equalization of industrial opportunity; for incentives to small business. When you have enterprising people who just need a little bit of assistance, I think you people should be there front and centre saying: That's our business.

Mr. Etchen: I would agree with your remarks; and I would like to start out by saying that you are mentioning criteria. As far as northern Ontario goes, we stretch the criteria as far as possible. We make loans in northern Ontario which I want to state quite frankly we wouldn't make in southern Ontario. We realize the need for industry there and all the handicaps under which northern industry operates, and I think the northern board, which knows the local conditions, also encourages this. I obviously can't comment on the particular—

Mr. Stokes: I don't expect you to.

Mr. Etchen: No, but we're just talking, really, about the principle of the thing. For example, we may not give a bakery as sympathetic a look, but we would take a look at it in southern Ontario as in northern Ontario.

If you would care to give me, either now or by letter, the details of the case, I'd certainly see it's reviewed again. I personally want to know, and I am sure the minister would like to know as well, what the answer is. It may be, perhaps, this case was uneconomic. It may be; I honestly don't know. But certainly if you'd let me have the details, I'll be happy to have it reviewed again and to give you and the minister a report on it.

Mr. J. Riddell (Huron): How can you justifiably take that attitude, kind sir, where you say that you would be inclined to go along with a bakery in northern Ontario, whereas you might take a pretty good second look at it in southern Ontario? Just last weekend I was called in by one of the small bakers in the town of Zurich who said he's up against it because Weston's have come in and are undercutting everybody, including Canada Bread. He has to go into a specialized line which is going to require some money; and are you telling me that he wouldn't be eligible, or probably wouldn't qualify, for a loan?

Mr. Etchen: No, I'm not saying that.

Mr. Stokes: Patty Pies Ltd. in Port Stanley got \$68,900 for expressly the same thing in June, 1973, so it—

Mr. F. Laughren (Nickel Belt): Did "Hot Rolls" Havrot get anything?

Mr. Chairman: Order.

Mr. D. J. Wiseman (Lanark): He's not here to defend himself.

Mr. Etchen: To answer your question; it's all a question of relativity. In other words, when we're making these loans, we also take a look at what their impact on the economy would be. We've made loans to bakeries in southern Ontario.

What I was suggesting in the case of Mr. Stokes was that, as in most cases, but not in all cases, the economic impact of supporting a bakery in a small place in northern Ontario might be relatively—and again we are talking relatively—more important than—let's use a rather ridiculous example—than a bakery right in the middle of Metropolitan

Toronto. That was the point I was trying to make.

Not that we wouldn't support or take a look at a bakery in southern Ontario. I think in some of the small towns in southern Ontario where there isn't very much industry at all of any kind, a bakery assumes an importance that it wouldn't do, perhaps, in a larger milieu in southern Ontario. That was the—

Mr. R. Haggerty (Welland South): But the hon. member for Huron brings out an important fact though, that these large bakers, such as Weston's and Christies', can move into an area and then can undercut small bakers in that area for a certain period of time until they can snow them under. Then the price of bread comes back up again. I think this is where perhaps the minister should be looking. When requests come in like this, as the member for Thunder Bay says, take a good hard look. These are the fellows who need help. Don't wait until they're near bankrupt and then come in and say: "Well, it's too late now, you're on your way out."

I know of instances where people had met with ODC and were treated on almost the same basis.

They were told: "You're too far into debt now, and there's no possible way of recovery. You can't get back on the road again." I think it's a valid point.

Mr. Wiseman: Mr. Chairman, may I just ask who these gentlemen are? I think one is Mr. Etchen by his accent. I think I've talked to him on the telephone.

Mr. Etchen: That's right.

Mr. D. B. Grant (Deputy Managing Director, Ontario Development Corp.): My name is Grant.

Mr. Etchen: Mr. Grant is deputy managing director.

Mr. Haggerty: He gives the grants.

Mr. Chairman: Mr. Stokes, continue.

Mr. Stokes: I want to have a clearer picture in my own mind of just where NODC and ODC are at the present time with the change in the emphasis since you've wiped out forgivable or performance loans effective the end of June. I see in my latest release here that you've got performance loans running into July and August. August is the last date I have. This indicates to me these were

likely to be in the mill when the criteria changed. Is that true?

Hon. C. Bennett (Minister of Industry and Tourism): I indicated in the House last week or the week before on a question, that applications on hand prior to June 30, and requesting performance loans would be honoured and acted on until Nov. 30 of this year. At that time the applications will cease to be active, and they could re-apply under OBIP if that was the applicant's choice.

Mr. Stokes: Yes, all right.

Hon. Mr. Bennett: So we do have some, Jack. You'll notice just this week we granted one or two under the performance loans programme.

Mr. Stokes: Yes.

Mr. Etchen: So we are just working them off, as the minister said we are just working off the backlog. The cutoff date is Nov. 30. There may be some that go through because they missed the boat earlier, but that is the end.

Mr. Stokes: All right. I want to get into a specific situation. It deals with White River Air Services.

We had considerable dialogue with air services under another ministry, as you know Mr. Chairman. I would just like to have it clear in my own mind. You gave a loan to White River Air Services Ltd. of Timmins. It was an NODC term loan in the amount of \$315,500; and one that isn't right here but companion to it, which totals something in excess of \$600,000. What are the terms of a loan like that? What responsibility does the recipient have for repayment?

Mr. Etchen: Mr. Davis, do you want to reply.

Mr. L. S. Davis (Director, Northern Ontario Development Corp.): In a case like this, Mr. Stokes, a performance loan, of course, would be under the normal performance loan terms of reference, where 10 per cent of the loan would be written off in each of the first five years if the company performed to our satisfaction. And the balance of 50 per cent would be written off in six years.

The term loan however, will be a normal term loan. And if I remember correctly this one is amortized over a period of 10 years. The company will be paying us a blended payment. Once a final disbursement is made and the loan has been built up to \$315,000 we will be paid a monthly amortization over 10 years.

Hon. Mr. Bennett: At eight per cent interest?

Mr. L. S. Davis: At eight per cent interest, yes.

Mr. Stokes: At eight per cent interest. And the other one is strictly a term loan?

Hon. Mr. Bennett: No, a performance loan.

Mr. L. S. Davis: The other one is a performance loan.

Mr. Stokes: Oh, a performance loan.

Hon. Mr. Bennett: It's a two-part deal. It was a performance loan of \$315,500; and a term loan of \$315,500, repayable over 10 years at eight per cent interest.

Mr. Stokes: I see, okay.

Hon. Mr. Bennett: Now, his performance loan will be on the same basis as any other performance loan written off over five years, 50 per cent in the sixth year if he achieves his objectives.

Mr. Stokes: Okay. Now can you tell me what criteria you use for venture capital as opposed to a small business?

Mr. Etchen: Well, the venture capital loan programme was really introduced because there was a definite gap in the financing of small business. The venture capital loan was intended to encourage the type of technology which was high risk but was going to add technologically to our economic base. In other words, we have a committee set up composed of equal numbers of scientists from the ORF and ODC. This technology committee is chaired by Dr. F. Amos of the ORF—and there are three ODC consultants who are also quite expert in this field.

People who have new technology, new ideas, who can't get financing from the normal lenders—a lot of them can't, even from the new venture capital establishments that have been set up; perhaps they're too small for them or for some other reason. At any rate they go to our technology committee and through the facilities of the Ontario Research Foundation they are checked out technically. They see whether or not in fact the claims of these inventors, these small people, check out. The technology committee provides ODC with a report on the technical aspects and then we process it under the venture capital programme.

The board of directors of both corporations recognize there is a much higher risk in financing these. They go in with their eyes

wide open and the intention is that we will encourage the establishment or the advancement of technology which would otherwise not be feasible and would probably be lost to Ontario and Canada.

This is the basic thing and this is the difference between that kind of a loan and, say, financing a small business loan; which is also important to the economy of Ontario but in a different way. This one is adding new technology. The small business loan would be adding something which should also be helpful and useful to the Ontario economy.

Mr. Stokes: All right. In connection with the ongoing negotiations with DREE—and I don't know whether you are actively involved or whether it is people within the ministry as opposed to somebody like yourself who is specifically oriented to ODC—have you been involved in the criteria used under the DREE programme? Have you made any recommendations how they might blend or complement one another rather than you being the source of last resort, so to speak?

Mr. Etchen: We have had discussions. ODC as such does not get into general discussions on the type of grants, the types of financial assistance that would be made. This is, as you say, the ministry; and also TEIGA. We do get into consultation with the DREE officials because we've tried very hard to dovetail our operations. In other words, we think it is ridiculous for a small business, if it applies to both of us, to have to provide us with information and DREE with information if we are looking at the same thing. We have tried. I've been down to talk to DREE people on a number of occasions to see how we could streamline this; how we could dovetail our operations.

DREE at the present time is being reorganized and decentralized, and we're hoping our officials in ODC, and NODC in particular—because that is probably where the thrust of DREE financing will be—will be in very close proximity to the DREE officials and that we will have a much closer liaison with them than we have had in the past.

It has certainly not been for want of trying on our part, because we recognize we are here to serve the public. Whatever we could do to cut down on the duplication, the red tape, or the frustrations of the small businessman in particular, we'd like to do. But we are only one side of the equation.

Mr. Stokes: In effect, isn't that what takes place? If they happen to get to me first I immediately think of NODC, and of course

I say: "Mr. Paddley at 134 South Mayn St."; and away they go.

Of course, I try to fill them in on the kind of questions that Mr. Mackenzie or Mr. Paddley is likely to ask them, depending on what the mood is that day I suppose. It is pretty hard to anticipate the precise questions. I try to say: "This is the kind of information you should have in your possession when you go to them"; and hopefully they go armed with that information. I'll get a call from them about 10 days later and they'll say: "Well, no; they don't have anything to assist us on." And I'll say: "Have you got any other ideas?" I'll ask if they've tried DREE: "No. How do you try them?" So I'll give them whatever information I can on that and then they will say: "Well no, unless you've got \$65,000 or \$70,000 to start with they don't want to talk to you." That sort of thing goes on.

By this time I've suggested they go to IDB. When they've finally exhausted that possibility I end up saying: "Well, have you gone to your bank manager?" The answer: "Yes, he can loan me some, but not enough to suit my purposes."

So he's right back at square one again. I'm just wondering, with communications being what they are today and with our degree of sophistication in this day and age, why we can't collectively come up with a package that serves the needs of most people, regardless of what jurisdiction.

If you're able to complement what DREE is doing, so what? Nobody plays politics when we've all got the same objectives. Just because DREE is complementing something that you're doing or you're complementing something that it is doing, so what; you know so be it. This is what we should be doing.

So often I find that people are knocked from pillar to post, and when they see these \$500,000 forgiveable loans going to Allied Chemicals, going to Kraft Foods and you name it, the public has every right to think we've got a policy of socialism for the rich and free enterprise for the poor.

An hon. member: Right on!

Mr. Etchen: Well, I would agree with you. It is basically a question of communication, because we've always tried—and we have an arrangement with DREE—to work this out. I agree that perhaps the communication could be better, that an applicant who qualified would go to DREE first. And the reasoning behind this is that obviously if federal money is available, and in our view

we don't get enough of it in Ontario, we should go to the federal people first. This is the reasoning behind it.

And if the federal people won't provide them with funds, or if they won't provide them with adequate funds, then we will take a look at it. And this way we hope that we will be able to spread our scarce resources over more of Ontario's companies that apply.

This has always been my understanding of how it operates. Obviously there is some communication problem, not only a personal communication problem, because this was our arrangement with DREE. This is my understanding of how it operates.

The consultants in the northern offices have been instructed very clearly that this is how the thing should be. They have also been instructed, both by myself and Mr. Davis, that they are there to serve the public and to be courteous and to be constructive and helpful.

So, as I say, I'm surprised to hear you say this is widespread. I'm sure that it has happened if you say so, but I'm surprised because the understanding was very clear and the reasoning was very clear.

I also appreciate the fact there have been some problems with staffing programmes. That has also been a problem of great concern to us as well. And I think we never did get this satisfactorily resolved with DREE. At one time we thought we had it resolved, but the tentative arrangement got upset somewhere along the line.

But I'm hoping that under the new scheme we have, whereby we are now giving repayable loans, under the OBIP programme, the DREE people will not consider this as a grant. And so we will be able to work this out and I hope Mr. Davis has taken note of this to instruct our people. We will try to work out a scheme whereby with DREE they would not take into account a loan that we make under this new OBIP programme. If they want to make a loan to a northern company, and that isn't enough or they will get a better deal under our 90 per cent OBIP programme, we would be able to make up the deal without DREE penalizing them. This is what we are working for. We would like to consider it a statute.

Mr. Stokes: Fine, thank you for that assurance, Mr. Etchen.

One final question, with your indulgence Mr. Chairman, and the reason why I raised it initially about the counselling is I am sure that you people are in a better position, be-

cause of your knowledge and your expertise in the field, to realize the different hurdles that one must surmount in order to be in a position to market something at a competitive price, using things that we have.

I discussed this earlier with the minister. Do you think it would be possible to set up a small task force—I am not talking about a lot of money—but about three or four hot-shot people who would do the things in Ontario, in slow growth areas, that they are doing in foreign jurisdictions trying to drum up trade? Maybe they would go throughout the province, particularly in the slow growth areas in eastern Ontario and northern Ontario, saying they think there is a market for this, that or the other thing. I mentioned about the wood products earlier, and I am not going to plow old ground. I am sure with the knowledge your people and this ministry have about markets and our ability to compete in those markets, there must be all kinds of opportunities sitting on our doorstep if somebody would just take the initiative and go out and tell people: "Here is an opportunity if you want to get into it. You have the labour market, you have the resources, all you need is a little bit of expertise and guidance; and bingo! You have one or two or 10 or 15 new industries."

Those aren't much in the overall scheme of things down here in Metropolitan Toronto or in the urban centres, but they certainly provide a lot of viability for a lot of small communities that are going down the drain for want of some economic base.

Do you think it would be possible to set up a small group like that that could perform that function even on a trial basis?

Mr. Etchen: Of course this would primarily be a ministry responsibility, but we would certainly be willing to assist in any way that we could. Obviously, the primary responsibility would be with the ministry, which has more of the expertise than we have, but we would certainly be happy to add whatever we have to offer.

Hon. Mr. Bennett: We think this would be the function of some of our new district offices to have the type of expertise and people with good background right on site, so that they do know what the situation is first-hand and we are able to advise people what are the areas they should best be exploiting.

Mr. Stokes: Yes, but you have had this programme since 1967 and it hasn't hap-

pened. What I am saying is I think there is a future in that sort of endeavour.

Hon. Mr. Bennett: Right. As I said to you yesterday evening, one of the areas that we have not been as active in as we might have been has been the service industries in applying ourselves and trying to attract new service industries into the Province of Ontario. That is one of the areas that they will be putting their minds to to a greater extent than they ever have before. That was one of the weaknesses. I think under the new arrangement, with a specific division for industries, particularly service industries, we should try now to open up that market. I have no reason to say we wouldn't take under advisement the suggestion about an advisory committee and have a look at it and see what the possibilities are.

Mr. Chairman: Mr. Haggerty.

Mr. Haggerty: On your loan programmes, who follows up to find out just how many jobs are being created by your investments in the certain industries for development purposes?

Mr. Etchen: We require as a condition of the loan that the companies supply us with information either on an annual basis or a six-monthly basis. We have a branch that looks at this, looks at the financial results, looks at the labour and employment levels, and reports to the board on their performance.

Mr. Haggerty: You have a field man out looking and checking into this just to see if they fulfil their job requirements when they—

Mr. Etchen: We normally get reports from the companies, signed by a responsible official, and we have people going down from time to time. We don't go and check each one. If we did, we'd need a huge staff. What we do is get all the companies to report; and we get a responsible official to sign that this is correct. He signs to the effect that if it isn't correct, the company is liable to prosecution. Then we check up. As we go into these plants, for various reasons, we check up physically.

Mr. Haggerty: How often would you go in and check up on them?

Mr. Etchen: As often as we think is necessary.

Mr. Haggerty: This is done pretty regularly then?

Mr. Etchen: Yes, we have a branch that does this. Among its duties is to specifically do this.

Mr. Haggerty: Of all the loans that you authorized in 1972-73, how many jobs were there to be created and, were they fulfilled?

Mr. Etchen: If you are talking about the loans that were approved in 1972-73, I think there'd be very few of them where the plants are actually in. I think you must realize that a company comes to us for a loan to complete its financing, and that's only the first stage. Then it has to put the building up, and it also has to order its equipment. I would say that an average lead-time, say, for ordering equipment and getting it in, would be about a year.

It normally gets its financing first from us and then from anyone else. It would take about a year to order the equipment and put the plant up. Then obviously it would have to run another year because they are not going to get all the staff in immediately to give it a chance to run. So from the time that a loan is approved to when you can really state that it has fulfilled the job, it should take about two years, approximately. It varies with different companies.

Mr. E. Sargent (Grey-Bruce): Two years?

Mr. Etchen: Yes, about two years.

Mr. Haggerty: Have you had any companies that have reneged on their commitments?

Mr. Etchen: Yes, we have had some and these are dealt with by the board of directors. We report those that haven't lived up to their commitments.

Mr. Sargent: Let's go back again. Two years to get a loan processed?

Mr. Etchen: No, no, no, no. What I said was two years—

Mr. Chairman: Mr. Sargent, we have you on the list for later.

Mr. A. J. Roy (Ottawa East): That was a very important question.

Mr. Sargent: You run that show and I'll run this seat here.

Mr. Haggerty: Pay attention.

Mr. Etchen: Let me go through it again. You asked me what had happened to the jobs for the loans that were—

Mr. Haggerty: Authorized.

Mr. Etchen: —authorized in 1972-1973. And I said the loans that were authorized, let's say in March 1973. Okay, when they've got this loan authorized and the order-in-council is passed, it is at that time that the company will start to order its equipment and put its building up. The day it gets the loan, the building isn't up and the equipment isn't in. It takes a year on average to put its building up and order its equipment. Then we can't say the first day that building is up or how many people you have got employed, because a company has to start up operations and get the bugs out. There has to be another year; whether you have to give it time to run. So that's the two-year period.

Mr. Sargent: So you call that progress.

Mr. Etchen: This is the way it is.

Mr. Sargent: The way you operate.

Mr. Etchen: Not the way we operate—the way industry operates. Not the way—

Mr. Sargent: Don't tell me; I know. I have tried to work with you.

Interjections by hon. members.

Mr. Haggerty: Of companies which have received a loan through your department; those which have reneged or haven't fulfilled their commitments, what happens to them?

Mr. Etchen: It depends what kind of a loan is involved. If it's a performance loan and they haven't performed, we do one of two things. If they haven't performed in total we ask for the performance loan back. If they haven't performed in a year, we simply don't give them the forgiveness due in that year.

Mr. Haggerty: How many companies would have defaulted in this fashion and paid the loan?

Mr. Sargent: Ask him why he doesn't resign, Ray. Ask him that.

Mr. Chairman: Order.

Mr. W. Newman (Ontario South): Why don't you ask yourself?

Mr. Sargent: I'll see you later.

Mr. Wiseman: Is that a promise?

Mr. Chairman: I think the members should direct any remarks to the minister. I don't believe we should speak in that direct fashion to a civil servant.

Interjections by hon. members.

Mr. Sargent: That is a matter of opinion.

Mr. F. S. Miller (Muskoka): Yes it is. And from that gentleman a request for resignation, I think, is probably one of the highest recommendations one can have for that position.

Mr. Etchen: And that's how it is taken.

Interjections by hon. members.

Mr. Chairman: Mr. Haggerty?

Mr. Haggerty: I am waiting for an answer, sir.

Mr. Etchen: I am sorry.

Mr. Haggerty: Yes, I wanted to know how many companies had defaulted and what position has the department taken on it?

Mr. Etchen: These are performance loans that were fully disbursed. In seven cases we demanded the loans back and in one case the company was a failure and it was written off completely.

Mr. Haggerty: What would the write-off be?

Mr. Etchen: About \$18,000.

Mr. Haggerty: And six cases are in receivership?

Hon. Mr. Bennett: From which we might, if I understand correctly, get something.

Mr. Etchen: In most cases we do.

Mr. Haggerty: How much counselling have you done, then, with these companies that are in receivership?

Mr. F. J. Pillgrem (Deputy Minister): A great deal of counselling.

Mr. Haggerty: There is no hope of bailing them out then?

Mr. Pillgrem: I'm sure that in these cases, after talking to Mr. Etchen, they have explored every avenue.

Mr. Haggerty: They are not going broke with a pocketfull though, are they?

Mr. Pillgrem: None of them.

Mr. Haggerty: Is the limit on your loans \$500,000?

Hon. Mr. Bennett: Well on the new loan, the OBIP loan, it is a million dollars in north-

ern and eastern Ontario; with a \$500,000 limit in southwestern Ontario.

Mr. Haggerty: But in 1972 and 1973 it was \$500,000?

Hon. Mr. Bennett: Five hundred thousand. That is correct.

Mr. Haggerty: Could you explain some loans that were authorized in 1972 and 1973? There was Dominion Road Machinery Co., Maitland Rd., Goderich, \$100,000. There was Dominion Road Machinery Co. Ltd., same address, \$525,000. There was Lee Instruments Ltd., Carleton Place, \$500,000; Lee Instruments Ltd., Carleton Place, \$500,000. Two loans there, and I think I had another one—

Mr. Sargent: Did you find any at all for Muskoka, Ray?

Mr. Haggerty: —OSS Industries Ltd., Lakeshore Rd. Blvd., near Toronto, \$400,000; and another loan of \$395,675.

Mr. Etchen: Yes, well there have been more than one loan made to these companies.

Mr. Haggerty: I thought there was a limit of \$500,000.

Mr. Etchen: Yes, for a single loan.

Mr. Haggerty: For a single loan?

Mr. Etchen: That's right. Sometimes they made two loans.

Mr. Sargent: Why did you give \$5 million to the Consolidated Computer Inc.?

Mr. Etchen: That was a special case which was—

Mr. Haggerty: It must have been very special.

Mr. Etchen: No, this was a loan which was approved by the government and ODC was asked to administer it.

Mr. Sargent: How many jobs did they create? At \$5 million!

Mr. Etchen: They got several hundred jobs.

Mr. Sargent: Several hundred jobs?

Mr. Etchen: I said several hundred jobs.

Mr. Sargent: At \$25,000 a job. What are you talking about?

Mr. Miller: One hundred thousand!

Mr. Sargent: Five million dollars to Consolidated Computer Inc.

Mr. Etchen: Yes, well it wasn't only given on the basis of jobs; it was given on the basis of helping to establish a computer industry in Canada and on the basis of very substantial exports. I think that a great portion of the output of this company is exported to Great Britain.

Mr. Sargent: Nonsense.

Mr. Etchen: Well, I'm just—

Mr. Sargent: Twenty-five thousand dollars a job. This is ridiculous.

Mr. Chairman: Order. Mr. Haggerty, have you relinquished your spot to Mr. Sargent?

Mr. Haggerty: No, I haven't, no. I don't mind him.

Mr. Chairman: Well, if you haven't, proceed.

Mr. Haggerty: No; no, I had.

Mr. Chairman: Or if you want to lose your spot to him, fine.

Mr. Haggerty: No. No, I was waiting for the answers. Apparently there are none.

Mr. Roy: You have let other members interject.

Mr. Haggerty: There are two ways in which you can move. There is a ceiling of \$500,000, but there is another door open.

Interjections by hon. members.

Mr. Chairman: Order!

Hon. Mr. Bennett: There are times, Mr. Chairman, where you could have a term loan for example. We have a number of them. At the same time, the same firm would come in and get an export loan, which is—

Mr. Haggerty: An export loan?

Hon. Mr. Bennett: An export loan, which is to facilitate the financing of goods for export. As a result of that market, as you can appreciate, it is sometimes rather a lengthy time before they can get the money back into the treasury of the company. So we put money out into that field. And although you may have a sum of money of \$100,000 or \$200,000, the export loan is only proportionate to the amount of the goods that are being exported in any given invoice period. It is advanced according to those invoices.

Mr. Haggerty: I think I am aware of the situation that has taken place, Mr. Chairman. The other matter is: How many American firms have received loans through your ministry?

Mr. Etchen: As of March 31, 1973, there were 946 loans in effect and 810 went to Canadian companies; that is 86 per cent went to Canadian companies; 136, or 14 per cent, went to foreign companies.

Mr. Stokes: Do you have the dollar value?

Mr. Etchen: Yes. Of the total \$98.03 million, \$72.73 million went to Canadian companies and \$25.3 million went to foreign countries.

Mr. Miller: How do you define a Canadian company?

Mr. Roy: You shouldn't interject like that.

Mr. Miller: Sorry about that, but I have been learning from you. I have had several years' experience learning from you.

Mr. Haggerty: It was \$72.73 million of a total of \$98.03 million, was it?

Mr. Etchen: Yes, \$72.73 million went to Canadian companies and \$25.3 million went to foreign companies. These are all loans combined.

Mr. Miller: How do you define a Canadian company?

Mr. Haggerty: And what was allocated in your budget last year? I look at the 1972-1973 budget and the total was \$41 million. How do you arrive at \$98.03 million?

Mr. Etchen: This is all of the loans that we've made since the inception of ODC.

Mr. Haggerty: I see. I thought you meant just last year.

Mr. Etchen: I think, Mr. Haggerty, while there may be some variations from year to year, that kind of proportion would apply. It may be a little more in one year or a little less but there is no question that there have been—

Mr. Sargent: How many years are you talking about?

Mr. Etchen: I am talking about since 1967, when we were established.

Mr. Haggerty: I suppose that is right; you get your \$98 million. Of the 136 American firms that received the loans, I wouldn't want

you to name all of them, but would there be any companies like Union Carbide and Monsanto and a few other companies from the United States? Would they have received loans through your department?

Mr. Etchen: Yes, they have.

Mr. Haggerty: Why would the ministry give loans to such multinational companies as Union Carbide, Monsanto—I guess that is in there—and a few other American companies? It is pretty hard to take when you get companies as rich as these are looking for handouts from governments. I would have to question your reasoning for it.

Mr. Etchen: I don't think the intent was simply to give the companies a handout. The intent was to induce them to locate in a slow-growth area where they otherwise wouldn't.

Mr. Haggerty: Union Carbide in the city of Welland closed down some of its operations and moved to Quebec. This is one of the problems with these loans which are available to some of these companies; they can move from one province to another, when it is to their advantage, wherever they can get these loans.

Mr. Etchen: I think Union Carbide got loans to go to Arnprior and Walkerton and was encouraged to expand in these places.

Mr. Haggerty: Yes, but in other instances it is closing down or phasing out some of its operations at another plant in Ontario. It is moving to another locality and you say that it is creating jobs. It is pretty hard to buy. I don't think this is actually what is taking place. I think it is just a movement by many of these companies to get money at a reasonable interest rate.

Mr. Etchen: Perhaps we had better make this clear. None of them got loans from us; they got performance loans. They didn't get repayable loans, or come to us and say they didn't have money.

The intent was to induce them to either go into a slow-growth area or expand in a slow-growth area, which they otherwise wouldn't do. I think you have got to appreciate the fact that quite a lot of these multinational companies have branches all over the world, and the branch plants are in competition one with the other for the investment dollar of the parent company—the branch in Canada is in competition with a branch in Hawaii or in the United States or wherever else it is. And the idea was that the performance loan would give them enough edge to

set up in a slow-growth area in Canada rather than in a slow-growth area elsewhere in the world.

Mr. Riddell: Well did you not give Cook's in Huron county, which is a division of Gerbro, a loan—

Mr. Miller: You are interjecting.

Mr. Riddell: Well, I am on the same topic.

An hon. member: That doesn't matter, So was I.

Mr. Sargent: Why don't you grow up over there?

Mr. Riddell: You turned down a farmer-operated elevator that wished to expand its facilities in the same area.

Mr. Haggerty: It wasn't American.

Mr. Riddell: They can't understand to this day why they, a Canadian outfit, were turned down and the American Gerbro was given the loan. I can't understand it and I can't explain it.

Mr. Eachen: What was the name of the company again?

Mr. Riddell: Cook's, which is a division of Gerbro, which—

Mr. Sargent: You mean you don't know that?

Mr. Eachen: I don't remember all the loans, Mr. Sargent. We have about 1,000 of them.

Mr. Sargent: That's you're business, you know—

Mr. Chairman: Order. Mr. Etchen is a public servant and should be protected.

Mr. Sargent: Come on Paul, grow up. This man is paid to know these things.

Mr. Chairman: You address your remarks to the minister, not to the civil servants.

Mr. O. F. Villeneuve (Glengarry): If you are going to be abusive, abuse the minister. That's what he's paid for. Public servants are not going to take your abuse or anyone else's.

Mr. Sargent: Osie, behave yourself. You are not the judge here. This man is—

Mr. Etchen: I am sorry, what was the name of that firm again?

Mr. Riddell: Cook's, which is a division of Gerbro, located south of Centralia; they

applied for a loan and received it. At the very same time the farmers' elevator in Hensall applied for a loan to expand the facilities and was denied a loan.

Now, it is hard to understand why an American-based firm will be given a Canadian loan when one of our own good Canadian concerns is denied it.

Mr. Grant: What was the name of the parent company, sir?

Mr. Riddell: Cook's, which was a division of Gerbro.

Hon. Mr. Bennett: Was it the name Cook's they applied under?

Mr. Riddell: I would imagine so.

Mr. Grant: We do not have a record of any loan to Cook's or Gerbro.

Mr. Etchen: Are you sure it was an ODC loan?

Hon. Mr. Bennett: Are you sure it wasn't an ARDA loan?

Mr. Riddell: Well, I understood it was an ODC loan.

Hon. Mr. Bennett: ODC will do some of the preliminary work for ARDA, but ARDA will still make the loan; it wouldn't involve our government funds.

Mr. Riddell: Well, if it wasn't, nevertheless it was still a loan.

Mr. Chairman: Order. Mr. Haggerty.

Mr. Sargent: Why don't you give him an answer? Does Mr. Etchen know or not?

Mr. Chairman: Order. The minister gave the answer.

Mr. Sargent: Yakabuski, shut up, will you. We want to find out some information about public business. Keep that gavel to yourself.

Mr. Chairman: He was given the answer that the loan was not made through ODC.

Mr. Sargent: Don't give me that gavel business. We are asking public questions here.

Hon. Mr. Bennett: I think, Mr. Chairman, I have answered the question. Obviously, from the observations of the people in the ODC—

Mr. Sargent: Don't give me that stuff, Paul, at any time.

Mr. Riddell: I will check further to see if it was an ARDA loan, but I know that they got it.

Mr. Stokes: Don't take that from him, Mr. Chairman.

Mr. Chairman: No, I don't intend to. The member only comes in every two weeks or once a month and he thinks he can set his own rules. He won't here or any place else. Proceed, Mr. Haggerty.

Mr. Haggerty: Thank you, Mr. Chairman. I think that is about all I have to ask on it. I would like to have a list of those American firms, but if you want to send them to me—

Hon. Mr. Bennett: Yes.

Mr. Sargent: Big man! I have been told off.

Mr. Chairman: We are not grandstanding anyway. Are you finished, Mr. Haggerty?

Mr. Haggerty: I am finished. I can't hear any more.

Mr. Chairman: Mr. Laughren.

Mr. Laughren: Thank you, Mr. Chairman. I have looked forward to coming down and having a dialogue, as the current expression is in the Legislature, with the exuberant young minister who has quickly become known as Ontario's junior achiever.

Mr. S. B. Handleman (Carleton): That's a nice compliment.

Mr. Laughren: Well, it certainly is, although I must say that he is in the big league now, and the term "junior achiever" refers more to his youthful zeal and enthusiasm, Mr. Chairman, than to his age.

Mr. Haggerty: Now for the bad news.

Mr. Laughren: I would like to get some kind of comment from the minister as to just what the role of ODC is, and in particular NODC, regarding a strategy for Ontario in terms of the way the loans are granted and in what way those loans are part of an overall plan in the Province of Ontario to develop the province, and not just in terms of the small businessman, Mr. Chairman, but in terms of sectors of the economy.

For example, to what extent are the loans in northern Ontario designed to tie in with the development of resources versus tourism in the north?

We've all heard the expression that the Ministry of Industry and Tourism is more interested in turning northern Ontario into

a hot-dog stand than into a fully developed economy that relies on its resources and really does end up only getting more, but giving more to the province because of the increased tax basis which would result from its proper development. I really would like to know to what extent the ministry sees ODC, and in particular NODC, as playing a part in that.

Hon. Mr. Bennett: First of all, the strategy that the ministry has put together for the operation is the same one that NODC or ODC or EODC will work by. In other words, we're all trying to achieve the same thing—development of the less fortunate areas of the province. That's where our energy is, and where we try to expend most of the funds available to us.

Mr. E. W. Martel (Sudbury East): Do you have an industrial strategy for Ontario?

Hon. Mr. Bennett: Yes.

Mr. Martel: Where is it, if you do have it?

Hon. Mr. Bennett: Within our ministry, obviously. If you look at the OBIP programme, I think that in itself would indicate to you the strategy of the ministry.

Mr. Laughren: Perhaps you could expand a little in terms of the resources in that respect?

Hon. Mr. Bennett: May I first of all answer your questions here? As far as prime industries are concerned, there is no availability of funds in ODC or NODC for prime industry. Those come under another ministry entirely, away from ODC.

Mr. Laughren: No, I didn't mean developing of the actual mining industry, but rather of mining-related industries.

Hon. Mr. Bennett: We have funds available in NODC to assist in the development of service industries to the mining industry—very much so. But there again, it takes a certain amount of initiative on the applicant's part to come forward and indicate that he requires the assistance through NODC, because it's not available to him from other financial sources in the province.

I don't accept your remark that we are trying to develop a hot-dog stand economy in the north or through the north, nor do I accept that remark for any part of the Province of Ontario.

With our tourist loan development programme, we're trying to develop a viable

industry in this province, and while some might relate it to a hot-dog stand, let me assure you that as a \$2 billion concern last year in trade, it's not to be considered a hot dog stand. It's the third principal industry in this province.

Mr. Sargent: Forty million dollars is still a big hot-dog stand.

Mr. Laughren: Mr. Chairman, despite the remarks of the hon. minister, the emphasis from within his ministry leads people to believe that.

For example, there has been more noise about the places like Ontario Place and Maple Mountain. I understand the stage at which Maple Mountain is now—I appreciate—but still there has been more noise made about Maple Mountain, for a project that hasn't been approved, than about anything I have ever seen that has been approved.

It's fine, Mr. Chairman, for the hon. minister to say that he's not interested in turning northern Ontario into a chain of hot-dog stands, but I'd like to know what his alternative is across northern Ontario.

You know, he talks in very vague terms about services to the mining industry, but he says the initiative has to come from the applicant. Well, is the initiative coming from the applicant in Maple Mountain? Let's just see where the initiative is in the services to the mining industry.

Mr. Sargent: Good point.

Hon. Mr. Bennett: First of all, Maple Mountain doesn't come under NODC operation or ODC operation.

Mr. Laughren: I understand that.

Hon. Mr. Bennett: Very clearly, it is an entirely different thing; a specialized type of programme.

Mr. Martel: It's a bigger hot-dog stand.

Mr. Laughren: It is within your ministry.

Mr. Sargent: From the doughheads at Queen's Park; that is where it comes from.

Hon. Mr. Bennett: It hasn't come from anyone at Queen's Park. At the moment, we are doing some preliminary investigations to see if—

Mr. Laughren: It is within your ministry though.

Hon. Mr. Bennett: Pardon?

Mr. Laughren: It is within your ministry.

Hon. Mr. Bennett: That is correct. We did review that yesterday evening. As far as service industry establishing in the north—

Mr. Martel: Service industry?

Hon. Mr. Bennett: —is concerned I have indicated clearly that within the ministry we have established a new branch which will relate itself to industries and try to advance service industries.

You say I speak in vague terms. That is correct. I am not in the position tonight to say to you what industries will go into the north part of this province. There will have to be a certain amount of initiative by private interests and by the municipalities in the north.

I can tell you of one or two communities in the north which to this day, even with the insistence and the prodding of the ministry, have not even established an industrial service park in their community to entertain—

Mr. Martel: You might start to fund them.

Hon. Mr. Bennett: If you will just be quiet, I'll finish this.

Mr. Martel: You might start to fund industrial parks.

Mr. Chairman: Order!

Mr. Martel: If you were serious.

Hon. Mr. Bennett: Mr. Chairman, I am saying they have not got the industrial park services to even entertain industries which might want to locate in their communities. If the member for Sudbury East had been here yesterday evening, he would have heard me make the remark that at this very moment we are in discussions with DREE to try to bring funds from both federal and provincial sources to assist municipalities in installing the services in municipally-owned industrial parks.

Mr. Martel: Thirty years you have been in power. You have done nothing for the north.

Hon. Mr. Bennett: The fact remains that for some period of time it has been a singular responsibility of the municipalities and not of the provincial or federal governments. Most municipalities have gone ahead and been able to install the service; others have sat and waited, in some cases to their detriment.

Mr. Laughren: As long as this part of your ministry, which is referred to as the Ontario

Development Corp., is referred to as a development corporation, that's a misnomer if you are going to continue to operate in the fashion of providing loans to industries which already exist. That's not a development corporation. Where's the role of the ministry in going in and helping develop a community, or helping develop areas surrounding a resource? I think you have had blinkers on since the day the Ontario Development Corp. was formed. I don't see what you're doing.

Hon. Mr. Bennett: The first thing is that the Ontario Development Corp. is a loaning institution.

Mr. Laughren: Maybe that is a mistake.

Hon. Mr. Bennett: The basic purpose was to loan funds to industries which could not secure them from any other sources. To add to your remark or comments, it was not only for expanding businesses but to try to induce new operations to the various sectors of the province. Our regional offices have people who are qualified to try to assist individual business to establish new operations in those areas which they serve.

Mr. Laughren: At the risk of beleaguering you about this, could you go back to what you said a few minutes ago about an industrial strategy? Being a socialist I am very big on planning and I am really intrigued by your comment.

Mr. Handleman: There's a lot of difference between strategy and planning.

Mr. Martel: What is the strategy? You have heard all along—we don't have one.

Mr. Laughren: Let's hear the strategy or the plan. I'll take either one.

Mr. Miller: The socialists think when they talk they have done.

Mr. Laughren: Regarding northern Ontario and what you think of it—

Mr. Martel: You have just shelved it, have you, after 30 years? You have never had an industrial strategy for the province.

Mr. Miller: Just the best one in Canada.

Mr. Martel: You haven't got one.

Interjections by hon. members.

Mr. Roy: Mr. Chairman, let's have some order here.

Mr. Laughren: Do you want me to repeat the question? What I am trying to get from

you is an indication as to what this strategy is to which you referred earlier. If you do have a strategy, which you indicated you had, I'd surely like to know what it is because we in the north have been waiting since time began to learn what the plans of the Ontario government are for northern Ontario, other than as a supplier of resources. It sees itself as having no other role.

If you detect a note of disenchantment in northern Ontario, through the formation of an organization to separate the province and so forth—which I might add you don't find the New Democrats supporting—if you detect a note of disenchantment in the north, perhaps that is one of the reasons. They see the Ontario government just drifting along without changing anything in northern Ontario, no strategy at all, despite your remarks that there is one. I would be happy to be contradicted now and learn from you just what your strategy is.

Mr. Wiseman: Would you listen if he told you?

Hon. Mr. Bennett: When you say contradicted, I am not trying to contradict you; you have your views.

Mr. Martel: Pretty provocative.

Hon. Mr. Bennett: We have brought along the Design for Development to indicate the type of—

Mr. Laughren: Well! Go ahead.

Hon. Mr. Bennett: —to indicate the type of development of the north. We realize that the prime industries of the north actually have to be the natural resource items. We can't deny that. We also realize that if we are to get industries to locate in the north, then we must offer some advantages to them because we realize transportation is a little more costly going into that part of the province than it would be in establishing in eastern, central or southwestern Ontario.

In respect of the fact that it is difficult to establish in the north and be as profitable as you might be in other areas of the province, the loan programme has been adjusted accordingly. It has been adjusted in the equity position that is necessary for a man to have if he wishes to have a new or expanded operation in the northern part of this province. It has also been taken into account with regard to the interest and the forgivable loan period, as well as the principal sum being larger than you can secure in central or

southwestern Ontario. Those are things that we put forward—

Mr. Sargent: And they should be subsidized on top of that.

Hon. Mr. Bennett: Those are things we put forward to try to induce business into northern Ontario. But again, I say, Mr. Chairman, that there has to be a certain amount of self-initiative. We can go in and encourage people and show them the potential, but we are not a Socialist government and we are not going to establish businesses under the control of the government.

Mr. Laughren: All we are asking is that northern Ontario be developed along similar lines to southern Ontario. Even if you would start with that premise, but that has never happened. With that kind of industrial strategy for the province, Ian Macdonald would fire you if he had the power to do it.

Hon. Mr. Bennett: In his present position I don't think that is quite likely.

Mr. Laughren: Well, I know, he is on his way. But could I ask—

Mr. Roy: Why don't you take the job?

Hon. Mr. Bennett: Well, I could suggest the member for Ottawa East might give that serious consideration.

Mr. Roy: No, I am doing okay.

Mr. Chairman: Order.

Mr. Laughren: Has the ministry ever considered—

Mr. Martel: You don't have an industrial strategy; that is what you are saying.

Hon. Mr. Bennett: No, we are not saying that at all.

Mr. Martel: Sure you are.

Mr. Laughren: Well, it is not there, so—

Mr. Handleman: Oh come on.

Mr. Martel: Oh come on, Sid, you know as well as I do that they don't have a policy.

Mr. Handleman: We have, and I will detail it later.

Mr. Laughren: Has the ministry any programme of providing special incentives to minority employers? I will be very specific. For example, in the United States the various levels of government, state and federal, give

preference to purchasing from minority employers.

Perhaps you will think I am referring to the Sault Ste. Marie area, but I am not. I am referring in very general terms to aiding, for example, the Indian bands in the province to produce products that the Ontario government would then purchase. I think there has been some talk among the Indian bands about this; I am wondering if your ministry has been involved in any of those talks and if so, to what extent. I am thinking of electrical fixtures, for example, and things like that, which are highly labour-intensive in their manufacture and would need a guaranteed market in order to get the loan to start with, probably from your ministry, and then sell to the Ontario government. It involves planning.

Hon. Mr. Bennett: I don't know of any case where we have taken this type of action.

To digress from the point, though, I would like to go back to a question that Mr. Stokes asked yesterday evening, and refer to some craft operations where we have invested some money to try to stimulate native people into producing crafts or things that will be purchased by people coming into this province who are not likely natives. Some of the items that I have seen in recent days would certainly stand up well in the stores of this province for anyone who wishes to purchase them.

Mr. Laughren: But what I am talking about is tying it in with the purchasing policies of the Ontario government.

Hon. Mr. Bennett: The question you asked would be better answered by the Minister of Government Services (Mr. Snow) than myself, but I know of no policy that would stem from our ministry.

Mr. Laughren: But you know yourself that the Ministry of Government Services doesn't have the kind of extensive industrial strategy that your ministry does. They are not all gung-ho on planning the way you are. Surely this kind of programme could very well fit into some form of—I don't know whether industrial strategy is the right term to use or not, but surely something like that could fit into it. I really must pursue this whole question of industrial strategy. In southern Ontario, the province has got away without having to have one by the nature of the beast. We've had very dynamic growth down here. But, as you recognize, if you've read the reports from the federal Department of

Regional Economic expansion, the growth rate in northern Ontario is slower than the growth rate in the Maritimes. That is a fact. If you can sit there and acknowledge this fact, which I'm sure you must, then I don't know how at the same time you can't say to us here that we have an industrial strategy for northern Ontario that is co-ordinated with the resources; that is co-ordinated with the transportation policies of the Ontario Northland Transportation Commission, and that is co-ordinated with the labour skills in the north.

How can you sit there as Minister of Industry and Tourism, industry being the major part, and admit that you cannot lay before this committee any kind of industrial strategy for northern Ontario? I don't mean to sound incredulous, and perhaps as a two-year politician I should know better, but I really find that astounding that the Ministry of Industry and Tourism does not have an industrial strategy for northern Ontario; in particular, since you have under jurisdiction both Industry and Tourism so that the two can be co-ordinated in the north. You have under your wing the whole area of loans to develop the industry and to help you bring about a strategy for northern Ontario, so that the kind of growth will equal the kind of growth we've got in the south.

Surely you would be the first to admit that the Metropolitan Toronto syndrome is not what we want in Ontario and that you want to diversify in northern Ontario. If you can admit those things and then tell us in the same breath that you don't have an industrial strategy for northern Ontario, then I think you had better see if there is an opening at York University in the spring.

Mr. Miller: For you?

Mr. Laughren: For him.

Mr. Miller: Oh, I was hoping you were going to go.

Mr. Laughren: I really wish you would expand on that.

Hon. Mr. Bennett: I have expanded, Mr. Chairman.

Mr. Laughren: You haven't expanded one little bit.

Hon. Mr. Bennett: I've explained to you our loan programme.

Mr. Laughren: It's not enough to talk about loans. Talk about industrial strategy.

Mr. Martel: What happens if they don't pick it up? What happens if free enterprise doesn't pick it up? What do you do then?

Hon. Mr. Bennett: Mr. Chairman, if they don't pick it up—

Mr. Martel: Go in the corner and twiddle your thumbs?

Hon. Mr. Bennett: No, I would expect that the provincial member would talk a little more positively of his area of the province and maybe stimulate some of the activity in that part of the province, rather than down-playing it constantly.

Mr. Laughren: Now, come on! Don't play the role of the ostrich.

Mr. Martel: I'll have my shot here.

Hon. Mr. Bennett: I'm not playing the role of the ostrich. I think that the member would look at a situation of this kind.

Mr. Laughren: You would stick your head in the sand and ignore the problem.

Mr. Martel: You don't know how to cope with it, do you? If free enterprise doesn't go there, you'd just collapse.

Mr. Chairman: Order.

Hon. Mr. Bennett: No, I think that you have totally collapsed.

Mr. Martel: You've totally collapsed.

Hon. Mr. Bennett: You would sell your responsibility by not trying to do something besides just downgrading the part of the province you come from.

Mr. Martel: A pile of feathers!

Mr. Laughren: Mr. Chairman, I must move on and acknowledge the fact that the minister doesn't have an industrial strategy.

Mr. Martel: You don't know how to cope with it, do you?

Mr. Laughren: I would ask him then, does he have any kind of idea—

Mr. Martel: You really don't. They don't come in, and then you give up.

Mr. Laughren: —as to what it means in a one-industry community, such as Sudbury, when you have a massive lay-off, whether it be sudden or whether it be a gradual kind of lay-off? For example, to back up what I'm saying, there are approximately 5,000 less hourly rated employees at the International

Nickel Co. in Sudbury now than there were two years ago. What kind of programme do you have that will step in when you see this occurring and take up the slack? What kind of programme do you have that says, when we see that the employment in a certain area is declining, because of either the depletion of resources or the improvement of technology in that industry, which means they require less men to do the same work or to have the same output or more even, we as a ministry have an obligation to move in there and take up some of that slack?

If you don't, some other area of government picks up the slack, either the Ministry of Community and Social Services or the Unemployment Insurance Commission. Somebody is picking up the tab. At the same time, industry is benefiting because it is more efficient. Its productivity has increased enormously. I'm not against productivity—more power to it. But surely someone has to acknowledge the fact sooner or later that with this increased productivity you are going to have increased unemployment and somebody has to step in and take up the slack. Well, it is inevitable. I invite you to come to Sudbury and see the kind of havoc it wreaks in the Sudbury area—even for your friends the free enterprise sector, who build the large apartment buildings and then find that they can't rent them. That's because of the lack of planning in this province—and I wonder just what you have in the contingency plan.

Mr. Sargent: How do you like that music up there? How do you like that music, you smart guys?

Hon. Mr. Bennett: Well, Mr. Chairman, as to the exact number of people employed at Inco—

Mr. Sargent: This is true. I have been up there—I have seen this.

Hon. Mr. Bennett: —this year as relates to a year ago—I am not sure of the exact number; you say 5,000. I do know that Falconbridge has gone through their operation and the terminology used was that "they cleaned it out." They had had some rough years profit-wise and they indicated they had a lot of people who were not pulling their weight; and as a result they started cleaning house. Whether that is right or wrong, the fact is that was the remark that was made by them.

On the other hand, very clearly and for some period of time Sudbury has been warned of the potential reduction in employment by Inco.

Mr. Martel: Why didn't you tell the city officials that?

Hon. Mr. Bennett: The city officials were aware of it.

Mr. Martel: No they weren't.

Hon. Mr. Bennett: Don't tell me they weren't because the city officials were the very people that told me that unfortunately they had not taken up the challenge of providing a serviced industrial park ready to bring new industries into Sudbury.

Mr. Martel: Not in my area.

Hon. Mr. Bennett: They sat back and I think a great number of them did not believe that Inco would eventually reduce its labour force. We have in the period of time—and I am trying to get the figures now—gone into Sudbury and clearly indicated this to the council. As you know, right now there is a group of men working to get an industrial development corporation operating in Sudbury—to get some industrial land under their control and serviced.

Mr. Martel: There is an industrial park in Valley East.

Hon. Mr. Bennett: Valley East has done fairly well with its industrial park.

Mr. Martel: But I worked like mad with them to try to get a few grants out of this ministry and the federal government.

Hon. Mr. Bennett: They have got grants out of this ministry, sir.

Mr. Martel: It has been like plucking teeth from a chicken.

Hon. Mr. Bennett: Anyway, the fact is that the group in Sudbury right now is developing the park. We have indicated clearly to them we will try to indicate to industries this is a potentially—

Mr. Chairman: Order. Would the committee members and others please refrain from the chit-chat because the Hansard stenographer and the recording staff are having great difficulties.

Mr. Miller: Mr. Chairman, I am deeply hurt that you pick only on the Conservative side of this committee. They can interject and we can't.

Mr. Sargent: Tell the minister to get on the track, too.

Mr. Chairman: Proceed, Mr. Minister.

Mr. Martel: The minister is replying.

Hon. Mr. Bennett: I was saying that the industrial park is now being established for this group. We have indicated clearly to them that we will assist them to try and move industries in.

But let me just indicate one very clear reason that we are having trouble getting them into the Sudbury area. It is because of the extremely high wage position when the labour force is available; and that has been a drawback to those that we have indicated that Sudbury is a potentially good place for them to locate.

Mr. Laughren: So you are suggesting, are you, that—

Hon. Mr. Bennett: I am not suggesting a thing—I am indicating very clearly.

Mr. Laughren: You are suggesting that the reason that communities such as Sudbury have trouble developing its tax base or its industrial base is because it pays a decent wage; and if they want to get an industrial park in and fill it up, for example, they should start offering low wages? Well, what are you saying then?

Hon. Mr. Bennett: I am saying that one of the difficulties we have had at this point of time in trying to induce industries to come in and locate in Sudbury has been the high wage position. I am not saying that it is the only reason, and I cannot give you the full explanation.

Mr. Laughren: Well, industry related—

Hon. Mr. Bennett: We have been working with them and have indicated clearly to the industrial commission—they came down and met with us; the mayor and several others—that we would put our efforts in their direction to try and assist them in moving new operations into the Sudbury area.

Mr. Martel: But industry related to natural resources should be high-paying—and that's the problem. You talk about bringing in commercial industry and you talk about bringing in service industry. These are low-paying industries. We are talking about an industrial strategy which will lead to utilization of the natural resources—and those secondary industries related to that are high-paying; and that's all taken out of the area.

What we are saying is: What is your alternative to taking it out, exploiting it, and having it shipped off somewhere else to be

produced? You don't have an industrial strategy for that type of development.

Mr. Chairman: Are you completed, Mr. Laughren?

Mr. Laughren: Oh, no. I think the minister has been listening to the anti-labour Labour Minister a little too often.

Mr. Martel: Right on.

Mr. Laughren: I wish, Mr. Chairman, that the minister would stop confusing the argument by bringing in specific examples and avoiding the more important questions as to what kind of strategy is there to help the one-industry towns in northern Ontario which, let's face it, are sitting on non-renewable resources. The inevitability is there for all to see. Do you not see that you have a responsibility in this ministry—

Mr. Sargent: Wasn't he up there flying? Wasn't he up there?

Mr. Laughren: —to have a plan and to let the communities know what that plan is? What is it?

Hon. Mr. Bennett: Mr. Chairman, when you talk about what do we do, this ministry has put its efforts towards assisting Sudbury. We have taken groups in there, operations, industries. In the industrial strategy end of it we have said to them, "Here, if you locate in this part of the province, this is the type of programme we can give you financially to offset any detrimental situations that you might encounter." We have gone to municipalities. We have worked with our regional people. We have worked with the industrial people in the community and we know that the point you are getting at about diversifying the principal base of a community is prime. It's most important.

Mr. Laughren: How about the non-renewable aspect of the resources? Do you realize the significance of that?

Hon. Mr. Bennett: I should think we do.

Mr. Laughren: What are some of the examples of these goodies you are offering to people in the Province of Ontario to locate in northern Ontario? I don't mean just Sudbury; I am talking about the north in general.

Hon. Mr. Bennett: When you say some of the goodies, I think we have covered them on several occasions already. While you might not take tourism as being a principal one, we think it is.

Mr. Martel: I don't.

Hon. Mr. Bennett: That's a personal opinion. We think in the ministry that that—

Mr. Laughren: It won't carry you when the natural resources are depleted.

Hon. Mr. Bennett: I beg your pardon?

Mr. Laughren: When the natural resources are gone, tourism won't carry the north.

Hon. Mr. Bennett: I wouldn't be so positive to make that remark.

Mr. Laughren: It won't.

Mr. Martel: Except with low wages.

Hon. Mr. Bennett: I wouldn't be so positive. There are many parts of this province surviving singly and solely on tourism.

Mr. Laughren: What is the standard of living in those communities? And the year-round employment? Yes, let's talk about the members from the Parry Sound area.

Mr. Miller: Careful now.

Mr. Laughren: Is that the kind of economy you want in northern Ontario, the Parry Sound economy? The Muskoka economy? Is that what you are looking for?

Hon. Mr. Bennett: I see some people living fairly well in the Muskoka area.

Mr. Laughren: I see; that's the kind of economy you see for northern Ontario? Is that true?

Hon. Mr. Bennett: You have the ability to twist it around.

Mr. Laughren: I want you to tell me what you see as an alternative.

Hon. Mr. Bennett: You were asking me about some of the things and I principally pointed out that tourism is a possibility for expanding new industries, new operations in the north part of this province.

Mr. Laughren: You said you saw that as an alternative to the non-renewable resource industry which is there now.

Hon. Mr. Bennett: It is an alternative.

Mr. Laughren: You see that as an—

Hon. Mr. Bennett: As a viable alternative? Certainly it is.

Mr. Martel: Except for the owners.

Mr. Laughren: I think maybe there needs to be a reassessment of the economy in the Muskokas then.

Mr. J. R. Rhodes (Sault Ste. Marie): Have you no faith in Sudbury's future, Mr. Martel?

Mr. Martel: Yes, but not because of this government; despite it.

Mr. Wiseman: They don't believe in it themselves.

Mr. Martel: We bring the copper down to Atlas-Copco in Toronto; that sort of nonsense.

Mr. Chairman: Order.

Mr. Rhodes: He builds a \$50,000 house.

Mr. Chairman: Order.

Mr. Martel: It's \$120,000. You are depreciating the value of that house and I resent it strongly.

Interjections by hon. members.

Mr. Chairman: Order. Mr. Laughren, have you completed?

Mr. Martel: That's without the improvements, or the landscaping.

Mr. Chairman: Mr. Handleman.

Mr. Handleman: Mr. Chairman, I have been enjoying this because it reminds me of a freshman economics seminar away back in my arm-chair days when I was a very junior achiever.

Mr. Laughren: When you were teaching.

Mr. Roy: Are you that old?

Mr. Handleman: No, I was listening. I was listening to the same kinds of things that I have been hearing here tonight.

Mr. Laughren: From good professors.

Mr. Handleman: Yes, that the technological advances of society will reduce employment. They have been saying that since the days of the Luddites.

Mr. Laughren: I invite you to come into the Sudbury area and measure the employment at Inco.

Mr. Handleman: Mr. Chairman, I have listened to people talk about industrial strategies for so long now it is starting to come out of my ears. I think the total policy of the government is an economic strategy, one for the entire province not for certain regions

of it and the economic policy strategy is quite simple.

Mr. Martel: There is none.

Mr. Laughren: Why do we need ODC and NODC?

Mr. Handleman: It's to maximize employment using our resources to their optimum effect and that means all resources, both human and material, and natural resources.

Mr. Laughren: Who wrote that?

Mr. Handleman: I wrote it.

Mr. Martel: It is a good line.

Mr. Handleman: Those are just preliminary remarks, Mr. Minister—

Mr. Laughren: Yes, I hope so.

Mr. Martel: Now he'll tell you the problems of his area.

Interjections by hon. members.

Mr. Handleman: I am not going to be parochial at all. Mr. Chairman, I want to address my remarks to the minister because I am not really concerned about the mechanics of ODC. I have gone through three of his illustrious predecessors with this same approach, Bob Macaulay, Stanley Randall and John White.

Mr. Martel: The supersalesman.

Mr. Laughren: Now we have the junior achiever.

Interjections by hon. members.

Mr. Handleman: Now we have a modern-thinking minister who may—

Mr. Martel: The NDP premier from the province of Sudbury. We would be better off to put up a wall around the bloody place.

Mr. Chairman: Order. The Hansard stenographer is throwing her hands in the air. The recording staff are having great difficulty. Would you please co-operate with them or what you say will never appear on the record. And what a tragedy!

Mr. Martel: You have my humble apologies.

Mr. Handleman: I am not going to send this to my constituents, anyway, Mr. Chairman. As I say, one of the things I have really been concerned about is that for the past number of years, we seem to have been

worshipping at the altar of industrial development, which is secondary industry. This seems to be the thing that everybody is anxious to have.

Modern economic thinking has, I think, progressed beyond the idea that secondary manufacturing is the be-all and end-all of economic strategy.

Certainly, the recognition of services as a potentially large employer, at least on this continent, is something that I feel your ministry, Mr. Minister, should be recognizing. One of the things that I found when I was, at one time, a seller of services, was the lack of recognition of services. The recognition of services as a potential major employer, as distinct from secondary manufacturing, is important in promoting development.

We seem to be great at talking about things, but not so much about ideas. There was a time, before I came into this Legislature, when I was a provider of services at some remuneration to myself. And it was in that capacity that I spoke to your predecessors.

I said that I felt the province was really ignoring the potential of service industries—and I don't mean laundries and bakeries.

I mean the very large employers such as: Consulting engineers, management consultants, specialized consultants in various fields.

The select committee on economic and cultural nationalism has just released a report which was produced for it by Kates Peat Marwick on the role of architects and engineers.

There is very little being done, either by your ministry or by the federal government—except through CEDA, in a very small way—to promote the services of these people.

And I am not talking about promoting them domestically. The establishment of branch plants, in my view, has been a major mistake both at the federal and provincial levels.

Mr. Martel: I'll buy that.

Mr. Handleman: We have encouraged the establishment of what we call the miniature replica. In other words, if you have 10 refrigerator manufacturers in the United States, producing for a market of 200,000,000, each one of those 10 must have a branch in Canada producing for a market of 20,000,000, not one of the 10 can be efficient; can be viable.

We obviously require one or two to provide competition in this country. But we have been going blithely along and encouraging this miniature replica of the major manufacturer instead of world-size plants.

This is where I am talking about assistance to big business because it is big business that is going to be the important employer, in this country.

Mr. Sargent: That is not right.

Mr. Handleman: It isn't? Well, I would rather see one world-size plant providing 95 per cent of its production for export than 10 small plants each making—

Mr. Sargent: You are completely wrong.

Mr. Handleman: Well—

Mr. Miller: You are getting that from an expert.

Mr. Handleman: Yes, I realize the source from which it comes and I will—

Mr. Sargent: I will prove it to you in a few moments then.

Mr. Handleman: Mr. Chairman.

Mr. Sargent: Who is writing your stuff for you there?

Mr. Handleman: Nobody's writing it.

Mr. Chairman: Order, Mr. Handleman has the floor.

Mr. Miller: No notes there at all.

Mr. Handleman: I have no notes whatsoever.

Mr. Miller: Last year's Hansard.

Interjections by hon. members.

Mr. Handleman: Mr. Minister, I think the government should be devoting itself to that type of policy and I don't speak parochially. I don't know whether it will work in the north. But there are certain countries in this world that seem to live very well on their resources rather than on so-called secondary manufacturing.

I do feel that we should be providing more assistance for services, and I think the member for Sudbury East will agree with me. We found that many of your people abroad don't seem to be aware of the fact there are more things to promote than things, and that is services, ideas and expertise.

We have, in Ontario and in Canada generally, one of the most highly-educated and

highly-skilled people in the world and that's the type of thing that I think we can provide to the world at great profit to ourselves. We should be providing the benefits of our great educational system and our high degree of education, skills and training at a fee to those people who don't have them. In that way, we would be rewarding ourselves for the investment that we make in education.

I just wanted to say one more thing. I heard the words venture capital loan mentioned by Mr. Etchen and I got a little confused by the terms. They seem to be a contradiction in terms. The venture capital procedure is generally an equity position. I heard the hon. minister say, and I agree with him entirely, that philosophically we're in the same camp; we do not believe in government ownership or control, but there are venture capital organizations which are government funded. While they take equity, they in no way control, manage or take permanent possession of a new venture or an innovative technological idea.

Mr. Martel: One's in Belgium.

Mr. Handleman: One's in Belgium. He's reading my mind over here. The one in Belgium we looked at, and which you may be familiar with, is one in which the government does take an equity position; but as a matter of philosophy, and once again I say I agree with this principle, the government never at any time takes control.

This organization has a buy-back procedure through which the partners—who are perhaps junior partners, and who may not even have the major stock control, although they always retain the major managerial control—may buy back the government's interest.

The one failing I found in the Belgian organization is that the private managers found it so comfortable to have government as a partner that they didn't want to sell back their interest.

I think if we were to go into a programme of this kind that I would certainly like to see some way in which the government very definitely got out after a period of time.

I did want to say something about this business of promoting services abroad, Mr. Chairman, because it has been a lag. You've announced that you will now provide assistance to services associated with manufacturing, I believe is the way the new policy reads, and I find it very difficult to relate that to any type of practical approach.

For example, and I'm going back to our report on consulting engineers, if these people are providing services to build a dam in India, they would not, as I understand it, be eligible for assistance.

The sale of services in my opinion, as one who has been in this business, is one which really requires promotional help. It doesn't require a great deal of capital investment. It requires a tremendous amount of money, because services are sold on the basis of reputation.

As you know, Mr. I. M. Pei can come into Canada and get a commission to build simply because he's known world-wide. Mr. Ericson out in Vancouver can't get a commission in the US because, while we think he's one of the greatest architects in the world, they don't know of him.

This is the kind of field I feel the government should be in, and very actively. And I'm not suggesting any specific programme, but this is a policy matter that I think the minister should be advised upon. With that, Mr. Minister—

Mr. Laughren: I thought you had moved from Samuelson to Galbraith, but I don't think you have.

Mr. Handleman: Mr. Minister, I put that to you as a question of policy, and not as a programme of ODC. I would like to hear some of your comments, if you have any.

Hon. Mr. Bennett: On the service industry relating to engineers in particular, because we do a tremendous export of our engineering ability outside Canada—

Mr. Handleman: That's mostly though CIDA, though.

Hon. Mr. Bennett: That's correct. We've been looking at a programme whereby there could be some financial assistance afforded for that type of organization to go abroad and seek work, which in turn would develop a fair amount of home—I'm talking about the local office, at the head office here in Ontario—employment. Further to this, this programme could even develop extra skills, or new skills or technology in the building industry, whether for dams, buildings or some other types of projects.

We have the situation, of course, with the Pickering nuclear station. Some of the people in that particular project are being sought by countries far afield; and if we had the right type of initiative cost-sharing or loan programmes, whatever you wish to call them,

I'm sure that we could develop the exporting of this type of talent to a greater extent.

Mr. Handelman: Pardon me for interrupting, Mr. Minister, but how can we assist these people, except by their participation in things like trade missions? I don't want to get back on that. I see very few service people in your trade mission list.

Hon. Mr. Bennett: There are other ways, Sid, that we can do it. While some of these firms don't have all the resources necessary to go into foreign fields to look for work, there's a requirement for some expense money to take them to that destination—for example, air flights and the cost of living while they're there.

If they secure work, then a repayment is made back to the government; if they don't, then it's an experience for both—

Mr. Handelman: That's right.

Hon. Mr. Bennett: —to see what can be gained. That's a programme in operation at present.

Mr. Martel: And look at the 10,000 jobs imported by engineering firms annually too while we are at it—10,000, imported. It is from Kates, Peat and Marwick, the same report that—

Hon. Mr. Bennett: I'll have a look at it. I say we will have a look at it. I am afraid I have not been made aware of the fact that there is an importing situation of engineering talents and so on.

Mr. Martel: Ten thousand jobs.

Hon. Mr. Bennett: Not always is that a detriment, of course. I think they would likely admit that.

Mr. Martel: No, but it can be because you don't develop your own expertise.

Hon. Mr. Bennett: The other area that I think Mr. Sargent touched on a moment ago, and I might as well cover it right now, has to do with the computer field. We have realized in Ontario that there is not a computer company in Canada who can supply world markets.

We had Consolidated Computer a few years ago who have seen some difficulty. Both the federal government and the provincial government entered into an agreement to keep this company in operation because of the employment, but more importantly, because they could develop a

technology and an advancement in the computer field that is going to be so vital in the future of this province and this country. They have put substantial sums of money up for Consolidated Computer. We have representatives on the board of directors to try and maintain certain controls. So has the federal government.

We see the situation now coming about being very interesting to us because they have secured rather substantial orders in Japan and England at this point. They are negotiating with some American firms for the possibility of importing certain components for the computer system into that country. So I think it is one that we should continue to advance. We consider that on a world scale.

Mr. Handelman: Yes, this is what I wanted to get because Mr. Etchen mentioned this. He mentioned particularly the multinational field, where a Canadian company is in competition with its sister company in Japan or in Venezuela or in Europe. I would think that when you are reviewing your loan policies for foreign-owned companies, that this would be one of the major criteria that would be used. That is, if the foreign-owned company is simply coming in here to build a plant and supply Canadian needs, then it would be pretty far down on the list. But if it was coming in here to build a plant to supply a world market, then it would then be given serious consideration, even though it is foreign owned.

Hon. Mr. Bennett: One of the principal things that we look at, if it happens to be a company of that nature, is will it reduce the imports into Canada and can it increase exports from Canada to world markets.

Mr. Handelman: I have a plant in mind, for example, that—say it is a vitamin product for the agricultural market, and Canada would be a logical location for it. But 95 per cent of its production would be exported. In other words, for it to be an economic, viable plant, it would have to produce almost 10 times as much as the Canadian market could absorb. This is the kind of plant I think we want. I am hoping that they would be considered, particularly if they go into a place like Cornwall.

Mr. Sargent: You have been reading those books again.

Hon. Mr. Bennett: We look at the new mode of transportation, and the possibilities of developing that system here in Canada, and in Ontario—

Mr. Handleman: As world leaders.

Hon. Mr. Bennett: —and I say Canada, because we realize that if it is to be successful we must develop industries from coast to coast. We see that as being a world market type of corporation.

We have been negotiating in recent months with an organization that wants to go into Sarnia—a petroleum firm—it takes off certain commodities. There again the difficulty we have been having is because it has to be world market size or it is not a viable operation. And it should produce a substantial number of jobs in that part of the Province of Ontario. We do appreciate that if we are to be competitive in export markets—not completely, but if we are to really make an impression in certain areas—we must have these world market sized corporations.

That is not to say that we should not pay a fair amount of attention to some of the small businesses here in this province—

Mr. Handleman: Oh, no, no, I'm certainly not suggesting that.

Hon. Mr. Bennett: —that we develop good, export potential.

Mr. Sargent: Nice of you to think of them once in a while.

Mr. Handleman: Mr. Minister, you accept the fact that we are in competition with other jurisdictions for the location of these plants—

Hon. Mr. Bennett: Very much so.

Mr. Handleman: —and therefore, whatever incentives we are in a position to offer are used by the Canadian management to sell their position with the parent company wherever it may be. We simply cannot abandon these incentives by saying: "You are on your own. You are big enough to afford it."

Hon. Mr. Bennett: We have realized that, very carefully, that sometimes it is not even money.

Mr. Handleman: Oh, no.

Hon. Mr. Bennett: It is just the fact that the expertise we have in the ministry, with the advice and guidance that we can give to a company coming up here to try and find a location, is really what they are looking for; some encouragement and some clear indication from the government that this is a good spot for them to locate in.

Coming back to the one on equity, I think it was that you touched on—

Mr. Handleman: Yes.

Hon. Mr. Bennett: That has been kicked around the ministry and back and forth as to whether the government in its loan programme should find itself in an equity position. Some of the points that you raised regarding the Belgian operation have been involved in our discussions, whereby we would be in an equity position holding a portion of the stock with the agreement to sell back.

Mr. Handleman: But never to control the board of directors, hopefully?

Hon. Mr. Bennett: That's right.

Mr. Handleman: Yes, okay.

Hon. Mr. Bennett: That would be our position that we'd like to think that we'd be in. It does present some difficulties that are not all easily resolved in the minds of free enterprise.

Mr. Handleman: Yes, okay.

Hon. Mr. Bennett: Does that answer your question?

Mr. Handleman: Yes, thanks very much, Mr. Minister.

Mr. Sargent: Come on. I have been waiting for 1½ hours.

Mr. Wiseman: So have the rest of us.

Mr. Sargent: This is a love affair. Quit talking of this love-affair business, and get on with some business.

An hon. member: Well, if the truth hurts, Eddie, the truth hurts.

Mr. Sargent: There is no use talking about these corporations back and forth. That's nonsense talking about it.

Mr. Chairman: Have you completed, Mr. Handleman?

Mr. Handleman: I am through, thanks.

Mr. Chairman: Mr. Wiseman.

Mr. Wiseman: Mr. Chairman, thank you. In June of this year we cut out the forgivable loans to firms in our area in eastern Ontario and in Lanark county. Are we going to have any incentives to get people into our area—and I am thinking particularly now of Lanark county. All of our towns have industrial parks. One is in the process of installing services. But if we are going to get them out of the cities and that, what are

we going to do to encourage them to go there?

Hon. Mr. Bennett: Well, first of all the forgivable loan was done away with on June 30 and was replaced by the OBIP—Ontario Business Incentive Programme. We think this is the incentive that is necessary to get firms to move into the various portions and parts of the Province of Ontario where we think it is most essential that they be located.

Mr. Wiseman: Is there a forgivable portion to that?

Hon. Mr. Bennett: No, there is not a forgivable portion, but the board of directors—and these are the people that will be making the decisions, as in northern Ontario, central Ontario and eastern Ontario.

The boards are composed of people who live in that part of the province and who are familiar with the economic position and the need for new businesses and so on. They will be making the recommendations on each application or request that is put before them. They will be recommending to the minister the principal sum of money that should be made available to the particular company. This will be determined on how essential is the business, first of all, in that community. Secondly, is it viable, or can it be made viable? Is the right type of employment available in the community? Sometimes it is not. Are the services in that particular area ready and available for them to service the industry?

Mr. Sargent: Why don't you tell him it's 75 per cent, and get it over with?

Hon. Mr. Bennett: And then we have the principal sum of \$1 million for new or expanding industries. As far as the interest rate is concerned, that would be a determination by the board of directors to the minister; and the same for the repayment portion, of course. They can defer repayment of the principal—and the principal will always be repaid—for a period of their choice. Those are recommendations to the minister. They must have an equity position of at least 25 per cent.

Mr. Wiseman: How low an interest rate will they go? Six per cent, as in the first one?

Hon. Mr. Bennett: No, they could very well recommend to the minister that—and let me just use an example—in the first two years the interest rate be zero and in the third to the fifth years the interest rate be three per cent—or something of that nature. And I

am just using that as an example. And then at the end of the fifth year there would be an option to review the performance of the company and to see whether they have made the turn into becoming productive and profitable.

Mr. Wiseman: Now, my experience, the last three plants have come into our area, they have told me, because of the incentives. And I am kind of worried that maybe we won't get our fair share of industry. And we need it, even in the small area of eastern Ontario.

Mr. Sargent: You'll get it if you are a Tory.

Mr. Wiseman: You must think if you have done it this—

Mr. W. Newman: It's a pleasure to be a Tory.

Mr. Wiseman: —way that this forgivable part of interest for the first two years is enough; but I wonder if—

Hon. Mr. Bennett: Well, the forgivable interest period is a—

Mr. Sargent: We need a little action there on the part of—

Hon. Mr. Bennett: You know, they might decide to give it a forgivable interest rate for more than two or three years. I don't know. That is a recommendation that comes from the board of directors of the corporation to the minister, and in turn goes to cabinet for ratification or approval.

Interjections by hon. members.

Mr. Sargent: For 10 years he's been giving away there.

Mr. Chairman: Order.

An hon. member: I think this is Johnnie Walker.

Mr. Sargent: Well, I'll tell you in a minute.

Hon. Mr. Bennett: Well, I'm not sure what their recommendations are. They would try to assess the application as it's being presented.

Mr. Wiseman: Well, what happens if a person starts off at day one now, as compared to what it used to be? I know it was about a year before we got it through, and in some cases it was the applicant's own fault that he didn't supply us with all the material that we

wanted. Will this new application method speed up the process? How long do you expect an application to take, if all the data is supplied? Should it take three months, two months or what?

Hon. Mr. Bennett: First of all, we would hope as a result of establishing our new regional offices and so on that we would find that the handling of applications would be advanced considerably and that the period of time taken to look at them, review them and bring the facts and figures together could be handled much more quickly. As for the period of time it takes to review an application, actually you hit it on the head yourself when you said that quite often the reason for a deferment or delays in handling some applications is that people just do not have the documents before us that are necessary to arrive at a decision. That's not always their fault. Quite often if they look around they will find that their lawyers or accountants have the documents sitting on their desk waiting for a period to bring forward the information. I would think that if all documents and papers were presented, a two- to three-month period would seem to be a realistic time.

Mr. Wiseman: Could you just run down for me what happens now when the application goes in? It comes to Toronto, as I understand it, and there a group looks it over to see if that person actually qualifies. Is that right? Then it will go back to the eastern Ontario directors, or whatever they call themselves, to be processed from there on; but a group of people here in Toronto still sees if that person should qualify first. Is that right?

Mr. Sargent: Tell them your name and your riding. That's all you have to do.

Mr. Wiseman: I am very interested in finding this out.

Mr. Etchen: We have established one office in eastern Ontario, in Ottawa, and we are progressively giving the officials in these offices more powers to review the cases and to make recommendations directly, but we only have two people there at the present time.

Mr. Wiseman: What I was getting at was this. A fellow from Carleton Place asked me the other day where his application for a loan stood. Apparently, it had to come to Toronto and we had to say whether the type of loan he wanted qualified or not; then it

would have to go back and be processed, I understood, by this huge board that we are setting up. This is what I wondered. Who up here in the first instance says this loan is properly processed or not?

Mr. Etchen: There is a committee of senior officials which looks at the loan application in principle to see whether or not in general it meets the requirements of the loan programme, not at the details and not to see whether it's a good application or whether it is financially viable, but just to see whether or not it meets the general principles of the loan programme. When it has been screened in that way, then in the case of eastern Ontario, it goes back to the official in the Ottawa office for processing and for him to write up the case.

Mr. Wiseman: How often do these gentlemen meet? How long are we sitting there with this application to see if it meets the requirements?

Mr. Etchen: It meets every Monday at 9:30.

Mr. Wiseman: Is it that fast?

Mr. Etchen: I'm sorry.

Mr. Wiseman: Does it happen that fast?

Mr. Etchen: Every Monday morning the committee meets. Whatever applications that have come in during the week are dealt with at that time.

Mr. Wiseman: So I can tell the person that within a week he would know whether he qualifies.

Mr. Etchen: That's right.

Mr. T. P. Reid (Rainy River): That's impossible.

Mr. Wiseman: I don't think it had been working that fast.

Mr. Etchen: This is approval in principle, whether or not we are going to study it any more. If it is going to be turned down, he is told about it.

Mr. Wiseman: The other thing that has been bothering me, being a retailer myself, is that I get a lot of people asking when we are going to get into giving loans to retailers. We give a fair-sized loan to an industry that will employ five to 10 to 15 people. Perhaps a quarter of that loan would employ 15 people maybe in a service industry and that would take up a lot of slack of people in

small areas who need jobs. Maybe they don't have too much education but they can work in most stores. For \$15,000, \$25,000 or \$30,000 loans you could help some of these to enlarge or go into a different field of retailing. Have you ever thought of that?

Mr. Etchen: The whole question of financial aid to service industries is under consideration by the boards now. I think the minister mentioned earlier that we have made a start over the past two years in providing loans to service industries.

Mr. Wiseman: Like retailers?

Mr. Etchen: No, we have not yet gone to retailers, but we have made a start in making loans to service industries. As I say, the whole question of loans to service industries is under review.

Mr. Wiseman: All we have to do is guarantee the loans at the bank, and I asked if it's anything like the agricultural loans. I asked two managers that I deal with how many they had lost in our town of Perth. One had only lost one guaranteed loan for agriculture and the other one hadn't lost any. So I think this is a good indication that the government would be spending very little money, if any, and they'd be helping a lot of retailers to perhaps employ some more people, add another store or something like this.

We've mentioned the Ottawa office, and I wondered how the Ottawa office is working out with our industrial commissioners. I found that if they don't co-operate better with the industrial commissioners—I hope they give them more co-operation than they are giving the members, because I mentioned to you the other day, and I guess I was out of order—

Mr. Stokes: Still are!

Mr. Wiseman: —that I phoned in about five times to different people and gave them all the information I had about a particular person who wanted to know if he qualified for a loan, and I never got any feedback at all from our Ottawa office. Now, I'm going to check our industrial commissioners to see if they have been getting feedback.

Mr. Sargent: You said this before this afternoon.

Mr. Wiseman: I haven't. I just hope that you fellows perhaps can put some pressure on these lads to make sure that they follow it up and let these industrial commissioners from the towns know as well as the member

why John Jones didn't qualify. That way we know where we are at.

Mr. Etchen: Well, I haven't had any complaints. I am pleased you brought it to my attention, but I haven't had any complaints from either industrial commissioners or private manufacturers.

Mr. Wiseman: What about the members?

Mr. Etchen: I wonder if Mr. Sheffield, who is going to be director of the ODC, has had any complaints.

Mr. W. A. Sheffield (Director, Eastern Ontario Development Corp.): No, I haven't

Mr. Etchen: None at all.

Mr. Wiseman: On five occasions I have phoned in and I haven't had one letter or phone call back saying why John Jones didn't qualify. I found out by talking to the persons, because they are madder than the devil because they didn't qualify. If I knew why they didn't, perhaps I could—

Mr. Sargent: Why don't you phone your member of Parliament?

Mr. Etchen: I will certainly undertake to look into that.

Hon. Mr. Bennett: On the industrial commissioners, may I say that we've had a pretty good relationship directly from the ministry to the industrial commissioners in the province. We will be meeting with them as a group in the next two to three weeks. They are putting together a meeting, at which time they wish to review with people from the ODC and various sections or branches of the ministry some of the new programmes and policies.

Basically, in the nine months that I've been in the ministry, I have had occasion to meet with them three times now.

Mr. Wiseman: The other thing I wonder is, when we are sending these foreign missions over, have we ever thought of sending some industrial commissioners? We have some darned good ones.

Mr. Laughren: Send the minister, too.

Mr. Wiseman: We could let them go over and talk to industries in foreign countries. Perhaps maybe they could entice them here. They could tell them what they have in their own areas. Some of the big centres must have them; I know in eastern Ontario—

Mr. Chairman: I am afraid the last item the member is discussing is out of order.

Mr. Wiseman: Is it?

Mr. Martel: I am inclined to agree with you.

Mr. Chairman: Have you completed, Mr. Wiseman?

Mr. Wiseman: Yes.

Mr. Chairman: Mr. Miller.

Mr. Miller: Mr. Chairman, I'm sorry to take any time when we've had our own staff standing by waiting to get on tonight, but I'd like to ask a few questions of the minister and his staff.

Mr. Roy: You are waiting to get on Health, is that it?

Mr. Miller: Yes.

Mr. Roy: I have been waiting too. So don't feel badly.

Mr. Miller: They have been here all night waiting for the opportunity.

You know, I think I should take some personal exception to the comments of the member for Nickel Belt, who was casting some aspersions on the economy of Muskoka and Parry Sound areas when he asked if the minister wanted that kind of economy in the rest of Ontario.

In all seriousness, I think that's an almost ideal kind of economy. It's one of the areas where the average guy is a businessman. It's one of the places where the average fellow has a chance to get into business and be his own boss.

Mr. Laughren: What is the average wage?

Mr. Miller: Listen, wages are not the only thing in life that count—

Mr. Laughren: Fine.

Mr. Miller: I went back there by choice, and many people went back there by choice—

Mr. Laughren: Answer the question.

Mr. Miller: —to have a kind of life that is worth while.

Mr. Laughren: Never mind the platitudes. What's the average wage?

Mr. Miller: The fact remains that those kind of people support free enterprise and consistently have elected people of our party because they do believe in the chance to sur-

vive by themselves without being part of a large machine.

Mr. Laughren: What is the average wage?

Mr. Miller: The average—

Mr. Roy: You are being very political.

Mr. Miller: The average wage in our area is as good as it is in your area, I would say, when taken on the whole. Particularly people in your profession.

Mr. Laughren: Not so. What is "my profession" supposed to mean? On a point of order, Mr. Chairman, are those the kind of remarks that are to be tolerated here?

Mr. Miller: I've listened to many remarks from you and I haven't checked you on a point of order.

Mr. Chairman: I think he is replying to you, Mr. Laughren, concerning the area he represents. I felt he was in order.

Mr. Roy: It's against the rules of the House, Mr. Chairman.

Mr. Laughren: Mr. Chairman, I would like to know what my profession has to do with these debates.

Mr. Chairman: Well, that he could have deleted, perhaps.

Mr. Laughren: Perhaps it should be.

Mr. Roy: Do you want to apologize now, Frank?

Mr. Sargent: It will take him two weeks to do it.

Mr. Miller: I was a member of that profession myself at one time.

Mr. Laughren: I don't even know what profession he's talking about. I'm a little uneasy.

Mr. Chairman: Will Mr. Miller proceed?

Mr. Miller: I'm sure sometimes—

Mr. Laughren: I've had a varied career.

Mr. Miller: I have some specific questions. I saw a great deal of the information that the opposition parties had on the loans. Was this made generally available to the members of this committee? Was it distributed?

Hon. Mr. Bennett: It is my understanding that the form which Mr. Stokes and others have was tabled in the Legislature relating to the various loan programmes of ODC and NODC.

Mr. Miller: One of the problems that applicants to ODC seem to face is to cross the hurdle, or to be accepted if they're starting out in business. What kind of tests do you use to apply to an applicant who is not already in business when he comes to you to apply for a loan?

Mr. Etchen: The first thing we look at is the management to see what kind of experience he's had. This is the most important thing to look at. If a man has no management experience or no management record his chances of running a business successfully are diminished. The other thing we look at is if he has a reasonable amount of equity in accordance with his scale of operations; whether he has a market; whether he knows what he's doing with regard to production. These are the major factors we look at.

Mr. Miller: Do you actually grant loans to people to start businesses from scratch?

Mr. Etchen: Yes, we have, quite a number.

Mr. Miller: I've seen answers given to applicants stating that they had to have six years' business experience before you'd grant them a loan. I'm personally very aware of this statement.

Mr. Etchen: I don't know why anyone would say that a man has to have six years' business experience. This I don't understand. In order to run a business with any reasonable amount of success a man has to have some experience in business. I would say from all the companies I've seen—and I've seen possibly 15,000 in the last 10 years—the major cause of failure in business is a lack of management skills.

Mr. Miller: I'm not arguing that and I would agree with you if those were the bases. Unfortunately, my own experience with people who have been turned down is that you've turned down some very excellent managers and have used the statement that, in fact, they didn't have an operating business upon which you could base a historical reference to see whether or not it was going to carry on well.

Mr. Etchen: I'm very surprised.

Mr. Miller: I can give you specific names later but I don't prefer to do it right now.

Mr. Etchen: No, but I wish you would, after.

Mr. Miller: I can only say that I have had a great deal of difficulty in my area defending

ODC because of this type of thing. I don't know whether other members here have had this kind of experience with ODC, but we have.

Mr. Laughren: It's discrimination against the Parry Sound area.

Mr. Miller: Okay. One of the specific questions that was asked me by the nursing homes association of Ontario recently was whether they, in fact, would qualify under your programme for loans for the creation of new nursing homes to service the north.

Mr. Etchen: At the present time the answer is no.

Mr. Miller: Would it be contemplated? That is, specifically, as of today?

Mr. Etchen: I think the reason for it is that there is assistance available through other ministries. I think the Ministry of Health—

Mr. Miller: No, it does not, let me assure you.

Mr. Etchen: There are other—

Mr. Miller: What places, please?

Mr. Etchen: My understanding is that assistance is available through the—

Mr. Miller: Can you name one?

Mr. Etchen: They have capital grants.

Mr. Miller: From whom?

Mr. Etchen: From the ministry.

Mr. Miller: They do not.

Mr. Stokes: Oh, come on, Frank.

Mr. Martel: Gaston's got one.

Mr. Villeneuve: Home for the aged.

Mr. Sargent: Sock it to them, Frank.

Interjections by hon. members.

Mr. Etchen: We are looking up the specific details but information is that there is, or there was until very recently, loans or grants available through the Ministry of Health or one of the other ministries.

Mr. Miller: No, sir.

Mr. J. N. Allan (Haldimand-Norfolk): You had better recheck.

Mr. Miller: I think you had better get your figures straight. I am in the Ministry

of Health these days, involved very intimately in the nursing home programme. I can assure you these are not the facts.

Mr. Etchen: I will go through these—

Mr. Miller: And there is a great need for this service and it is a business.

Mr. Stokes: Talk to your ministry.

Mr. Miller: Well, this is what I am doing here today.

Mr. Martel: Speaking on behalf of him?

Mr. Roy: Well, give us the answers, Frank. What are they?

Mr. Sargent: This man Etchen is the boss; he knows what he's talking about.

Mr. Miller: At one time you talked about emulating the small business loan programme; not advancing your own moneys but guaranteeing loans through the banks. Why did we not follow that procedure?

Mr. Etchen: We do make guaranteed loans in certain cases.

Mr. Miller: What percentage of your loans then would be guaranteed?

Mr. Etchen: They are a very small percentage now. We originally did go into just a loaning programme. I think we found it was suitable only for certain types of assistance. For example, if a small business wanted to buy equipment or put up a building and guaranteeing the loan through the bank wasn't the answer because the bank, first of all, didn't want to take our guarantee for a long enough period. They don't like to take a guarantee for more than two or three years, or five years at the outside, so that by going into a guarantee programme, the best we could do would be to make assistance available by way of working capital.

Mr. Miller: I am a little confused about that. What do you mean the banks won't take a guarantee for more than two or three years from the province?

Mr. Etchen: Well, they don't.

Mr. Miller: Why will they take a federal government guarantee for 10 years?

Mr. Etchen: They don't, normally.

Mr. Miller: The small business loan of the federal government is based on a 10 years period, isn't it?

Mr. Martel: They trust the federal government more.

Mr. Miller: Is it not?

Mr. Etchen: You know, first of all, let's talk about the federal loan programme.

Mr. Miller: Yes?

Mr. Etchen: The federal loan programme, directed to small businesses, is just about inactive.

Mr. Miller: Oh, come on, now.

Mr. Etchen: Well, it is.

Mr. Stokes: That is right. That is the tourist industry.

Mr. Miller: I can assure you—

Mr. Etchen: That is right, very definitely.

Mr. Miller: Now, just a second.

Mr. Stokes: That is right. They came to us three years in a row telling us how ineffectual it was.

Mr. Miller: I disagree with that because I can speak again very personally on that score. I have about five of them.

There is great flexibility in the small business loans from the federal government which I have suggested to your ministry at times should be followed by you for a number of reasons. First, no staff of government is involved in the loan process. It's done in the local area by the local bank or whoever is able to judge you as a businessman on your own grounds. Correct?

Mr. Etchen: Well, go ahead. We offer—

Mr. Miller: Isn't this true?

Mr. Etchen: No, it isn't.

Mr. Miller: What's wrong? Who makes those decisions then?

Mr. Etchen: Just let me say this. We operated a guaranteed loan programme for five years and we moved out of it for these reasons:

The first one was that by guaranteeing bank loans you are only able to give a company working capital. They are suitable if a company needs working capital, but if you want to give a company a 15-year mortgage loan to put up a plant, then the guarantee isn't the way to do it because the banks don't want to take guarantees for that long. They don't want to tie their money up.

Mr. Miller: I have got to stop you there again. What security do you think the federal government or the banks take through the Small Business Loans Act?

Mr. Etchen: They take what security they can.

Mr. Miller: What is that security, though?

Mr. Etchen: They take whatever security—

Mr. Miller: They take a mortgage on your property—period.

Mr. Stokes: Eric, I hope you will notice that government members are filibustering in this committee.

Hon. E. A. Winkler (Chairman, Management Board of Cabinet): It's about time.

Mr. Miller: That is a fact and they will take any rank of mortgage on your property. In other words, there isn't a limit to first or second mortgage; they will take a third, fourth, fifth or sixth. I know.

Mr. Etchen: Yes, anybody can take a mortgage, but—

Mr. Roy: I guess so if Frank Miller got one.

Mr. Miller: I am just trying to find out why we have avoided what has been to me the biggest single help to the tourist industry in the Province of Ontario. That has been the small business loans programme of the federal government—not the ODC programme.

Mr. Etchen: You must have had very much different experience from what we have had. From our experience in dealing with the banks who administer this federal small business loans programme, the programme is virtually inactive. I would say we've referred hundreds of people to the federal small business loans programme, and I think there have been very few who have received—

Mr. Miller: May I suggest that in many cases it is because the banks don't want to loan them?

Mr. Etchen: That is right—

Mr. Miller: But, just a second now. They are getting an interest rate that is very close to prime today. They didn't before. If you wish to subsidize some of it for them—you are subsidizing money when you give low interest rates, no matter how—you are still at liberty to do that indirectly. You have to admit that. But the thing I can't understand

is this. What is your loss ratio, for example, on your loans? What percentage of your loans do you lose?

Mr. Etchen: The latest figures I saw were about three per cent.

Mr. Miller: About three per cent. So in effect you could multiply that by—you could set up a reserve of three per cent on loans. You could be loaning 33 times as much money as you are doing now within the limitations of your present budget.

Mr. Etchen: Yes, but let's stop to think there. There are other factors than the fact that if we go through the bank—and we can't give the loans the flexibility that we want, because every time we have to take security through the banks we have enforced the security through the banks, they being the direct lender are the only ones who can take security. Every time we want to do something, if we want to postpone a loan or give a businessman a break if he is running into troubles, we have to go cap in hand to the bank and say, "Please do it."

So there are a lot of problems in trying to administer this. The major problem, of course, is the fact that—and again you must have had some very different experiences from any of our people—the banks do not want to take these guarantees. They don't want to take government guarantees. They don't want to have the problem of administering them.

If you are going to give service to industry, and follow up, and give them advice and so forth, and you do it through the banks, you have still got to have the staff to follow up, you still have to have the staff to give them advice, you still have to have the staff to go in and look at these plans. So really what you are doing is giving up your freedom of action in giving a break to a businessman. If he is in trouble, you can do it directly. You have still got to go in and provide him with advice.

And then you have got to take the terms that the bank will go along with and they are not too happy to go along with some of the small businessmen just starting out—even, as I said before, if you give them a guarantee—because they feel that they have to administer it. They would much rather not do it.

Mr. Miller: You made another statement that disturbs me, because it seems to tell me that we haven't really compared these methods of lending money. You stated that these moneys that the federal government gave

through the small business loans were for operating moneys.

Mr. Etchen: No, no, I haven't said that. I said that we operated a programme. You see, Mr. Miller, we have actually been in this field. Not only has the federal government been in, we were in this field from 1963 to 1966. So we are not guessing at this. We have made loans to companies by guarantees, and this was our experience.

Mr. Miller: And yet your previous minister was considering this very actively a year ago.

Mr. Etchen: This was our experience.

Hon. Mr. Bennett: May I just interrupt you to say that we have in recent days been reviewing the possibilities of going to the chartered banks and indicating clearly to them that we think that they have a responsibility to become more involved with us in the guarantees. We have not had the greatest reception by the chartered banks of this province. When the province has offered the guarantee it is not that they do not trust or welcome the guarantee, but they continue to tell us it is too much work for them. Their local managers and so on don't want the responsibility of following up on the loan programme; they realize that there must be a risk involved or they would have taken it in the first place and we get into a song and dance with them.

I can tell you of one just recently, not more than 10 days ago. We granted a guarantee to a firm and he went to the bank—

Mr. Sargent: Have you been told that by a bank manager up here, Mr. Minister?

Hon. Mr. Bennett: He went to the bank with it and he was—

Mr. Sargent: Mr. Minister, have you been told that by a bank manager?

Hon. Mr. Bennett: I have most definitely been told that by a bank manager and by—

Mr. Sargent: Will you name the man and and the place?

Hon. Mr. Bennett: No, I will not name the bank at this point.

Mr. Sargent: Can you prove it?

Hon. Mr. Bennett: I think we can prove it without any difficulty. The fact remains that we have discussed the situation with them and the banks are just not that receptive to it. The other thing is that the applicant for

the guarantee came back to me after he took it to his bank and the bank wanted two per cent over prime. I must admit I find it very objectionable that when the Province of Ontario is prepared to offer a guarantee any chartered bank should start putting a two per cent over prime charge against that particular loan.

Mr. Miller: Of course, the federal government did, in fact, name the interest rate at which it would permit its loans to be granted.

Hon. Mr. Bennett: That could very well be one of the reasons why the banks are reluctant to get involved in it. As Mr. Etchen has said, the flexibilities are not always there with the guarantees but we do think there is a position in which the chartered institutions, the lending institutions, along with the government of this province can assist industries rather than the government itself being the one that has to be responsible for giving out the cheques to keep businesses moving in a progressive way in the province. We are looking at it. I am not sure we will find all the easy solutions that we would like to find for it but I intend, with the Treasurer of the province (Mr. White)—because it is the Treasurer who must sign the note—to have further discussions with the chartered banks to see what we can do to open up this new source of funds for industries in the province.

Mr. Miller: I don't feel that any one system is going to work—in other words, the guaranteed loan or the direct loan. I have to disagree perhaps with Mr. Handleman in some of his statements that in venture capital he didn't want equity involved.

Mr. Handleman: Shame.

Mr. Riddell: You would make a good Liberal. Do you want to come across?

Mr. Miller: I'd make a good almost anything.

Interjections by hon. members.

Mr. Sargent: You guys should be proud of this guy. He is telling the truth for once about this crazy department.

Mr. Handleman: I said I did want equity involved but not control.

Mr. Chairman: Order.

Mr. Miller: Pardon?

Mr. Handleman: I said I did want equity involved but not control. There is a difference.

Mr. Miller: I don't know that I agree. I have had some experience in my life working as a General Motors dealer. I have to admit that the financial procedures used by GM in setting up someone who may not have much capital but has ability, rather intrigued me. I thought they were a model for government to look at before refusing or before turning it down. I am sure you must be familiar with General Motors Holdings Corp.?

General Motors Holding Corp's basic duty, of course, is to provide equity in new dealerships where the dealership is greater than its cash requirements or greater than any individual is likely to have, who also has the desire, because they seldom go hand in hand. Youth and ability and cash are not commonly found in one person. As you probably know, they have a system by which they contribute whatever percentage of the money is required and they back equity for that amount. It is often as high as 90 per cent.

They then participate in the profits to the degree of their equity and at first glance that may sound unfair but it really isn't. They set targets for the profitability of the company and they give the manager a very high percentage bonus of the profits in excess of that target on the basis that the money earned by his equity and the bonuses accrued because of his better management must all be used to buy back their share of the business. He doesn't get the cash; he simply gets back equity in his own business at its new value, at book value at all times.

For my thinking, that system has worked admirably for one of the largest corporations in the world and I think would work admirably in government, frankly, and should be carefully studied in order to get ability tied up with cash. I strongly recommend that you give some thought to that kind of a programme, unless you already have. Have you?

Hon. Mr. Bennett: I beg your pardon?

Mr. Roy: Good point. It is a good point.

Mr. Etchen: Could I just say to Mr. Miller that one of the points I forgot to make about these bank guarantees was the fact that in times of tight money when the small businesses really needed the loans, the banks were tightening up on their funds and even on their own guarantees.

Hon. Mr. Bennett: Frank, the point you make about the GM operation—I think some of our people have studied it. GM has slightly more control than we would ever be in line for. We don't give out the franchise

to start with; we are not controlling the main product coming into that particular operation.

Mr. Miller: I learned very early that their control is very real, but if you beat their averages you can thumb your nose at them.

Hon. Mr. Bennett: You still are the franchisee though, which is a very important position to be.

Mr. Roy: You are prejudiced because you drive a Chrysler product.

Hon. Mr. Bennett: That's right, and I think that is not a bad product to be driving either—both my provincial car and my personal car.

Mr. Chairman: Order. Are you completed, Mr. Miller?

Mr. Miller: No, I am by no means completed. I am 14 minutes short of complete.

Mr. Chairman: We have three other speakers.

An hon. member: He is making some good points.

Mr. Miller: Thank you for admitting that even I am. I am having trouble with my lack of glasses.

Mr. Martel: Only in certain philosophical circles.

Mr. Sargent: Frank, you are making better sense than I'd make—you keep on going.

Mr. Miller: I would like to know what the costs of your organization per dollar loaned are.

Mr. Sargent: Ask him his name—maybe he can tell you his name.

Mr. Etchen: We are finding it difficult to answer that because you see we provide advisory and other services, we run industrial parks, we have a variety of operations—

Mr. Miller: Surely a company loaning money would know the costs of loaning money?

Mr. Etchen: Our operating costs are \$2.6 million per year, but of that we spread those costs over our consultants who were providing advisory services, our consultants who were—

Mr. Miller: Yes, but banks do that, let's be honest.

Mr. Etchen: Banks don't provide the services that we do, banks simply make a loan. You go into the bank manager and you present your case. He takes a look at it, and he has got certain criteria which are handed down from head office. If you have got 40 per cent equity, or whatever it is, and you have got a certain working capital ratio, then the bank manager is entitled to make a loan. He is authorized to do that. He either says yes or no; and if the amount is beyond that he just simply sends it up to head office.

When we look at a case, we look at it from the point of view of providing advisory services. We have to provide service to all the public in a way that the banks don't have to. They have a straight financial service. And so we have looked at this on a number of occasions. Our board of directors have looked at this to see what the cost per loan is judged on the number of staff. They have decided that the figures that they came up with were not very meaningful, because of the wide extent of services that we provide.

I mean, how do you provide for the staff who are running our industrial parks and who also provide advisory services, but don't service loans? How do you account for those people in among other people whose time is spent 100 per cent on processing loans?

Mr. Miller: I wonder if you can give me the amounts of money that were loaned to the tourist industry in the last fiscal year?

Mr. Etchen: I am sorry?

Mr. Miller: The amounts that were loaned to the tourist industry in the two categories, performance loans and—I am talking of last year, not this year.

Hon. Mr. Bennett: Performance loans were not part of—

Mr. Miller: They were not eligible at all?

Hon. Mr. Bennett: Not in the tourist industry.

Mr. Miller: That's a good question—why?

Mr. Stokes: It is academic now. None of them are.

Hon. Mr. Bennett: That is correct.

Mr. Miller: Well, I am interested in the number of dollars. Let me put it this way, what percentage of your total loans made last year were to the tourist industry?

Mr. Etchen: Let me give you the amounts of loans that were made to the tourist industry. Up to September of this year, the total was \$8.2 million.

Mr. Sargent: That's not true for one year.

Mr. Etchen: I said these are our total loans.

Mr. Sargent: We haven't had that money in three years. What are you talking about?

Mr. Etchen: Last year, we made \$1.7 million in loans.

Mr. Sargent: Why don't you fire that guy?

Mr. Chairman. Order. Mr. Miller, have you completed?

Mr. Miller: No. They are getting the answer to a question.

Mr. Etchen: I am sorry, \$838,000 was made in 1972-1973.

Mr. Miller: That's to the tourist industry out of \$8.3 million? Then 10 per cent of your total loans were for the tourist industry?

Mr. Etchen: No. The total loans that we have made altogether are \$98 million, and we have made \$8.2 million of those to the tourist industry. That's in total.

Mr. Miller: So it is about nine per cent then. What percentage of the total industry in Ontario is tourism?

Hon. Mr. Bennett: I haven't got the exact figures here.

Mr. Sargent: It is 10 per cent.

Hon. Mr. Bennett: For example I think I sent out some figures the other day that indicated in the past year the agricultural industry in Ontario was responsible for \$1.6 billion; tourism was responsible for \$1.8 billion; and industry was responsible for something well over the \$20 billion figure.

Mr. Riddell: I wouldn't have believed that.

Mr. Miller: Okay. That is correct. I need to know one question for my riding purposes. You had a company in Muskoka that went bankrupt or something—Beaver Charcoal?

Hon. Mr. Bennett: Beaver Charcoal? Did you say Beaver?

Mr. Miller: I think that was the name. In any case it was a charcoal company in Huntsville.

Mr. Etchen: Muskoka Charcoal?

Mr. Miller: Muskoka Charcoal. Can you give me any information on its current status?

Hon. Mr. Bennett: May I just correct one figure? You were asking about manufacturing. Manufacturing in Ontario industry is \$25.7 billion; tourism, \$1.8 billion; mining, \$1.6 billion; and agriculture, \$1.4 billion. That was the order of industrial activities.

Mr. Sargent: Is that Husky Oil?

Mr. Miller: Husky was the owner.

Mr. Sargent: Glen Hodgson.

Mr. Etchen: It was Muskoka Charcoal. I haven't got the file here but, as I remember they had a fire.

Mr. Miller: That's right, yes.

Mr. Etchen: It burned down. As far as I know, we recovered our moneys from it. I don't think it went bankrupt.

Mr. Miller: No, it never officially went bankrupt. It went out of business, I believe.

Mr. Etchen: It went out of business, again as a result of a fire. I know they had a loan from us which was outstanding, and they paid us.

Mr. Miller: What changes in your administration of loans will come about through the reorganization of your regional offices?

Mr. Etchen: As we get more and more regional offices, our regional offices will take on more of the processing of the loans. At the present time, as I say, for example, in Ottawa we have two people.

Mr. Miller: How many regional offices have you then?

Mr. Etchen: We have one in Ottawa, one in London, one in Orillia, Thunder Bay, Timmins and Sudbury.

Mr. Miller: Are these all combined with tourism?

Mr. Etchen: They all provide tourism advice and loans.

Mr. Miller: Are you increasing or decreasing that number?

Mr. Etchen: We are increasing it. There are plans for more regional offices in eastern Ontario and elsewhere.

Mr. Miller: Will they all be the same offices as tourism has?

Mr. Etchen: We always put our offices in with those of the ministry.

Mr. Miller: What about your sub-offices then? You must have a series of smaller offices.

Mr. Etchen: Not at this stage because we feel that offices strategically located across the region can serve the requirements.

Mr. Miller: How do you determine when you will loan to a subsidiary of a company that you have already loaned money to?

Mr. Etchen: This doesn't come up very often. I don't think the question of a loan to a subsidiary of a company we have already loaned money to will be treated, really, in any different manner unless there were some very special circumstances.

Mr. Miller: Again, I have a case of a refusal based on that, on the grounds that you had made a loan to one company and the subsidiary therefore was ineligible for a loan.

Mr. Etchen: I find that, *prima facie*, hard to understand.

Mr. Miller: Well I did too.

Mr. Etchen: Unless there were some very special circumstances which you haven't brought out.

Mr. Miller: I don't know that there were, that was the only reason given to me when I inquired at the point in time. A company was willing to establish another new company in Gravenhurst, Ont., and we were told that because you had made a loan to the parent company, you would not loan money to the secondary company.

Mr. Etchen: We would not make two performance loans, when the performance loan programme was into the same company. But I think if you are talking about making two repayable loans to a parent company and its subsidiary, that, *prima facie*, wouldn't rule it out of consideration.

Mr. Miller: Okay, it could have been—

Mr. Martel: How's your time, Frank? Have you got enough questions to carry you four more minutes?

Mr. Miller: Elie, after what—

Mr. Martel: You keep looking at the clock and stalling.

Mr. Miller: I was hoping I could hurry them up so I would finish on time.

Mr. Riddell: Four Tories in a row, Mr. Chairman.

Mr. Sargent: On a point of order, Mr. Chairman. For 2½ hours I have been the critic for this party and you have had four Tory members speak and not one Liberal speak.

Mr. Miller: Holy Christmas. That's got to be a new record.

Mr. Sargent: I thought it was an alternate deal: NDP, Liberal and Conservative.

Mr. Chairman: We have taken them as they indicated their wishes to speak. We had Mr. Stokes who indicated he wished to speak first; Mr. Haggerty was next, then Mr. Laughren, Mr. Handleman, Mr. Wiseman and Mr. Miller—

Mr. Sargent: Two and half hours and the official critic of this party hasn't been allowed to speak.

Mr. Chairman: —and Mr. Sargent, Mr. Martel and Mr. Stokes again.

Mr. Sargent: Very important policy matters dealing with my area have not been put.

Mr. Miller: Mr. Sargent, with great respect, I have only two minutes left and I want to get a couple of questions in.

Mr. Sargent: Frank, you are doing a great job. Keep it up. Talk about policy. You are usually a fair guy but you have been completely wrong.

Mr. Miller: I want the definition I asked for earlier of a Canadian company.

Mr. Etchen: Fifty-one per cent of the equity owned by Canadian citizens.

Mr. Miller: By Canadian citizens?

Mr. Handleman: Canadian residents or Canadian citizens?

Mr. Etchen: Canadian citizens or landed immigrants.

Mr. Handleman: Canadian citizens can live abroad.

Mr. Etchen: But not if they have another nationality.

Mr. Miller: My last comment is this: I have been concerned about statements about the development of the north and I think that any of us that live in the north or near it—I consider myself to live in the north in spite of the fact that you don't—I am very concerned about finding jobs for our people but I have to say that it is also very difficult to get people to work in the north when there are jobs. Let's be honest.

Mr. Martel: Maybe, in Muskoka.

Mr. Miller: Just a second. Not in Muskoka. I can take—not minimum wage—I can take you to our ministry and I can show you many openings for professional people in northern Ontario that we are unable to fill.

Mr. Martel: Right on. Right on.

Mr. Miller: And we are paying not only our regular wages but a bonus in your city.

Mr. Martel: You might have a university—

Mr. Miller: How many psychiatrists have you got in your hospital in Thunder Bay?

Interjections by hon. members.

Mr. Chairman: Order. Mr. Miller, that doesn't apply to this vote.

Mr. Laughren: Are they available in the north?

Mr. Miller: I think it does, sir, because I think they are making the point that there aren't opportunities in the north when, in fact, we can't find people to go there.

Mr. Martel: All the studies indicate that you should train people in the north who are going to stay in the north.

Mr. Laughren: I have never—

Mr. Miller: I am finished, sir.

Mr. Chairman: Our time has expired for the hearing of estimates. The estimates of the Ministry of Industry and Tourism are completed.

Vote 1905 agreed to.

Mr. Martel: That red herring, that was the last straw.

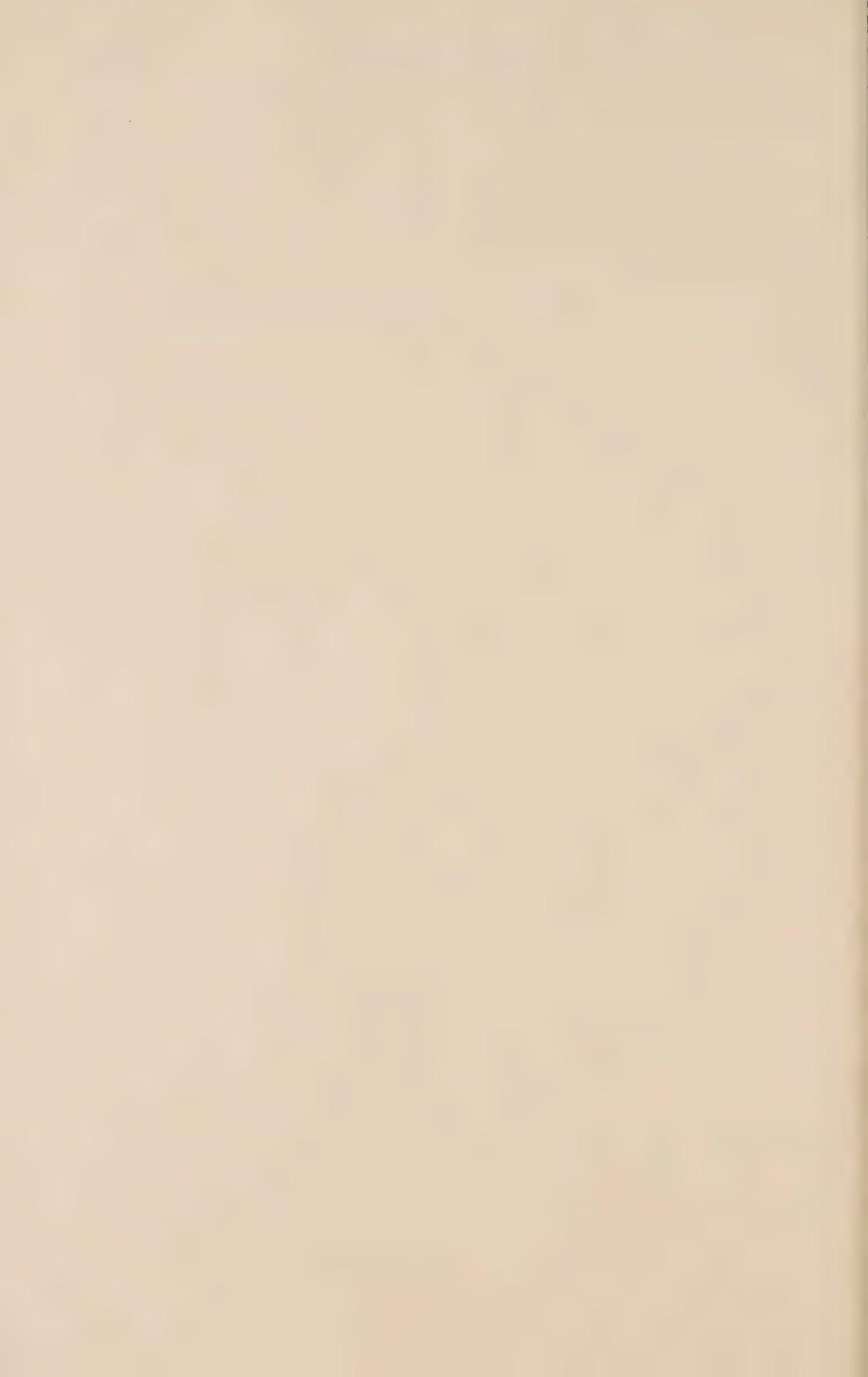
Mr. Chairman: The committee is adjourned.

The committee adjourned at 11 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Health

Chairman: S. B. Handleman

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Wednesday, November 14, 1973

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973



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(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

WEDNESDAY, NOVEMBER 14, 1973

The committee met at 3:15 o'clock, p.m.

ESTIMATES, MINISTRY OF HEALTH

Mr. Chairman: Ladies and gentlemen, the meeting will come to order. There will be an opening statement by the minister and there will be opening remarks from the official opposition and remarks from the New Democratic Party.

I would like to suggest that, if we could, we would make sure that the rotation of speakers will go on the basis of parties. It will be up to the parties themselves as to who are their spokesmen and who are the ones who are speaking in their turn. All agreeable? Fine. Mr. Minister.

Hon. R. T. Potter (Minister of Health): Thank you, Mr. Chairman. First of all, I want to say how glad I am that we were able to get in this short session, at least, for the Ministry of Health, because I have been looking forward for some time to this opportunity to discuss our budget. It is no secret to anyone that we have the biggest budget in the province—over \$2 billion—and certainly we have a responsibility to see that it is properly discussed, debated and brought to the attention of the public as to just exactly what we are doing with the money.

Because of the time element involved, I will limit my remarks to some extent. I would like to point out that by tradition the estimates provide us with the opportunity for the ministry to discuss the programmes in some detail as well as providing an opportunity for searching questions from the individual members of the Legislature.

Again I think it behoves me to take advantage of this opportunity, for there has been some criticism in the past of the alternative programmes of this ministry and the constraints on spending in the new directions that we have developed. Perhaps the major significance in the Health Ministry budget is the fact that the Province of Ontario was able to break the escalating pattern of health costs, which has gripped North America in the past decade, in 1972 and 1973 by holding the increase in the annual operating costs

to approximately six per cent. As we all know, up until that budget we were running 12 to 14 per cent, as they were in most jurisdictions across the country.

If we were to look at this in no other fashion than an economic one, this figure in itself will show that there was an energetic approach to one of the problems facing all governments today, the financial strains produced on governments by demands for services. As we are all aware, the demands for services have been increasing tremendously, over the past 10 years particularly. But what is more important is that, despite this financial constraint, we were able in the ministry to take some major steps in reshaping the thrust of health delivery service systems. This was not an easy road to embark on when we made the decision to impose constraints on the active treatment hospitals of this province, which we considered to be an integral part of our overall decision to move in the direction of alternative methods of care.

In this budget year we will see some 1,600 active treatment beds being taken out of service or reclassified. Some 10 per cent of this number, or perhaps slightly higher, were voluntarily taken out of the service by hospitals themselves. When the capital cost moratorium was imposed this year, this constraint was eased in the matter of construction of chronic care beds, so that in our budget now we provide for an additional 565 chronic hospital beds. These are now in various stages of construction, ranging from the interior completion of shells which had been constructed prior to the moratorium, to the complete construction of new facilities or to bringing new facilities on stream which were being completed. As I said, these are now all in the process of being completed or are completed, with the exception of 15 beds.

If we look at the broad picture across the province, the results that we get have indicated that the developing pattern of care which we see emerging fully supports these decisions that we made prior to the striking of our budget for the fiscal 1972-1973 year. Hospitals will treat about three per cent more patients than last year with fewer beds than

the year before and with a decreased average length of hospital stay.

The question is asked, what has helped to bring this about? I think it has been the expansion of the home care programme, and the development of the extended care programme, two programmes which received considerable infusion of millions of dollars in this year's budget. The home care programme showed a 94 per cent increase in the number of patient days in 1972 and 1973, and monitoring of the programme so far this year indicates that the further 40 per cent we anticipated for the present fiscal year will be reached.

In just two years of increased emphasis by this ministry and those involved in health delivery systems in this province, this alternative to utilization of the active treatment hospital bed has tripled in scope to the point where we will see nearly one million patient days recorded this year in this programme.

Our average cost will be \$10 per day which has come up from \$9.52 per day last year but it's a far cry from the across-the-province average of \$65 to \$70 a day in an active treatment hospital bed.

The three major cost components of the home care programme, which will total almost \$10 million, are nursing care, which accounts for roughly \$2.5 million or 36 per cent of the total expenditure; homemaking service, which accounts for 27 per cent or \$1.8 million—and I might say that we reduced the homemaking service this year to a total of 80 hours, that is 10 days at eight hours a day under our programme, because of the amount of money it was costing and because of the fact that there was no need test for this type of service. If anyone requires the service longer than the 80 hours, it is available. Those who can pay it themselves do and those who are unable to pay it have the service provided for them through Community and Social Services. In addition to this, we have almost half a million dollars, or about 6.5 per cent of our budget, relating to drugs, because drugs are provided through this programme too.

In 1973, the programme covered all but two counties and about 98 per cent of the population in Ontario. I think we will have to admit that there are some areas of the province where it just isn't feasible to provide this programme, but we are attempting to get it to cover these last two counties as quickly as we can.

The organization of the programme depends in part on local initiative. The local operating agencies vary. We have 23 of the

programmes operated by the local boards of health. We have seven of them operated by branches of the Victorian Order of Nurses. We have one operated by a hospital board, and then there is one that's operated by contract to a private company. I think most of you are familiar with this. It was an experiment by the government in Halton county for delivery, by private enterprise, of a social service which is traditionally delivered by government itself. The terms were drawn up and the contract was signed for three years. That runs out in August, 1975. So we have some kind of knowledge as to costs and service provided by the private sector, as compared to the government agency.

Each of the local providers purchases services from various organizations in the community: the Victorian Order of Nurses, the Canadian Red Cross Society, and so on. In 1971 we had something like 14,500 patients, and an average of 31 days per patient, at a cost of \$9.14. I told you earlier how that compares with our figures today.

The services that we provide through the home care programme are fairly well distributed. We have mentioned the nursing services, and the home care programme, drugs, dressings, and appliances, or at least the visiting homemakers, drugs, dressing and appliances.

We also provide physiotherapy services, occupational therapy, speech therapy, hospital and sick-room equipment, transportation, and meals-on-wheels. I am sure that you will appreciate that the success of the programme, of course, depends on the participation of volunteer agencies and this varies from community to community. But as in all of our health programmes, whether it be our mental health programme or others, the volunteer agencies continue to play a significant role in the provision of services, and are a main factor in keeping the costs down in these particular areas.

Perhaps I might make one further point as it relates to the home care programme. Our analyses to date indicate that 80 per cent of the home care patients are what we call "early discharges from hospital." In other words, they are patients who have been sent home because the home care programme is there and because these services are available to them. Otherwise, they would be kept in hospital and cause a backlog there. And 20 per cent of the patients are those who have been admitted to the home care programme for treatment of conditions for which they would ordinarily be admitted to hospital,

if the service weren't available. So again, this provides for a statistical report proving that home care is an alternative to the active treatment hospital care programme.

Then we have had the extended care programme expanding in the province. We are particularly proud of the quick integration of the extended care programme into our health delivery system. For the first year or so, we saw a rationalization of the nursing home picture across the province, in which a number of smaller homes vacated the field to be replaced by expansions to existing homes or in some cases the creation of entirely new homes. To some extent this enabled us to cope with the poor distribution that we had in the province at that time.

But these closures were more than offset by additional beds that were provided. When the present, almost 5,000—a little over 4,000—additional beds, which are in the various stages of being planned and built in the province at this time, come on stream next year, we will have a programme under which we have approximately 26,800 extended care beds. Now, this is in addition to the extended care beds available in homes for the aged. They number in the vicinity of 11,000 and 12,000.

There has been considerable discussion about the advisability of having both types of accommodation in homes for the aged. There are some communities in the province that think it's a good thing, they like to have the extended care wing as part of their retirement wing, and there are others which think they would like to have the two separated.

One of the problems we are faced with is that as homes for the aged—which were built during the past 20 to 25 years, many of them, to accommodate senior citizens as a retirement type of facility—deteriorated in condition, they enlarged the extended care facility of the retirement home. So that now we find in some areas of the province as high as 80 per cent of the patients in these homes should be in other types of accommodation rather than homes for the aged, and should be in either a nursing home or a chronic facility.

We have been working with Community and Social Services closely in this matter, and we are trying to encourage the municipalities to maintain their retirement homes strictly for retirement purposes. It is only natural that they would have to have a small sick bay, if you like, for minor illnesses, but perhaps we should be removing these patients

and putting them in the type of accommodation they should be in, either extended care or chronic facilities, and make those beds available strictly for retirement purposes in the homes for the aged.

In one or two areas of the province now this is under way. There are other areas which are considering it. There is considerable saving to the municipalities in this because, as you know, building homes for the aged is under a cost-sharing programme between the federal, provincial, and municipal governments. With the extended care facility, if the private sector builds it, there is no capital cost construction involved. Until last month we were faced with a problem because, for one reason or another—and I have never been able to find out from Mr. Lalonde why, and maybe I shouldn't have mentioned it because now we're cut off—until October there was federal cost sharing with the provincial government for every resident of the homes for the aged, whether they were in an extended care facility or not, but we had no cost sharing in the other nursing home or extended care programmes.

Ottawa now has notified us that it is no longer going to cost-share for the patients who are in the homes for the aged. If this is the case and if it is going to cost us the total cost in there, we might just as well try to work out with the municipalities a programme by which we would alleviate the pressure on the homes for the aged and get these over into the other sector. When you consider the total thing by the end of 1974, we will have close to 40,000 extended care beds in the province.

It is only during the last three or four months that we are finding in the case of patients being admitted to the nursing homes in the province now that the number of patients from hospitals exceeds the number of patients from the private sector. In other words, once the programme was brought into effect, even though we had hoped it was going to relieve the pressure tremendously on hospitals, patients from the private homes were being admitted to the nursing home programme more than they were from the hospitals. For one reason or other, they had been kept in the homes. They weren't getting the proper care and they were sent over to the nursing homes. Now there is a greater tendency for patients going into nursing homes to be coming from the hospitals themselves.

The other aspect of the programme that is changing is that at the beginning the majority of patients in these homes, as you are aware,

belong to the older age group and comprised more or less individuals who required continuing care. Very few of them indeed left the nursing home to go back to their own environment. Now the hospitals are anxious to have available to them in their community a nursing home to be used on a short-term basis. In other words, these are patients who still require care but don't require as much care as they get in the hospital, but who require more care than they can get at home under the home care programme than if they can admit them to a type of facility where they could be for a short period of time and then discharged home.

There are in the province at the present time two or three hospitals which are in fact establishing this type of facility. This will add to the alleviation of the crowding of the active treatment beds.

So it is our contention that the viability of nursing home accommodation as a true and legitimate alternative to active treatment bed occupancy is, to my mind, substantiated month by month as these statistics come in.

I should point out that the nursing home programme not only takes care of our older citizens, as I mentioned earlier, but it is also a pertinent factor in the care of children and adolescents who are suffering from many diseases that require ongoing care. In this year's budget, allowance was built in to relieve families of children under 16 years of age of the financial burden of paying the differential for these children if they are admitted to this type of accommodation. So for this age group, under 16 years of age, with a permanent injury or ailment that requires care in a nursing home, they will be treated the same as they would if they were in a chronic hospital facility and there would be no differential charge for their care.

Another inclusion in this year's budget in this programme area was the provision for catheters, colostomy bags, ileostomy sets, to patients who are in there as an insured benefit. As I said earlier, we now cover the cost of drugs and dressings and we are also covering the costs of these appliances.

This added about \$1 million to the programme to cover the cost of these services. In addition to that we cover the cost of prescription and non-prescription drugs, and this runs in the neighbourhood of about \$3 million in the nursing home programme.

In summarizing the comments I have made up till now, I think it is right to say that this budget reflects the constraints imposed upon the hospital field, and yet at the same time it

dramatically points up the alternative care programme is working.

I think it is fair to say—and I told the hospital association this just a week or two ago at their conference—that hospital constraints will continue; it will be necessary that they continue. I might mention to you that Dr. Gingras, who is the past president of the Canadian Medical Association, when he spoke to the Canadian Hospital Association at that time, said that in his opinion no additional active treatment beds should be built in Canada for at least another generation.

There are other interesting developments in the field of health care delivery which are reflected in this budget and which I should talk about. In the psychiatric services, for the first five months of this year, there has been a nine per cent decrease, or about 60 patients, in the number of inpatients in psychiatric hospitals which are operated as a direct service by the ministry.

At the same time the alternative programme of making greater use of psychiatric units in general hospitals has been proven effective. We now have in the province 51 general hospitals which operate psychiatric units. These roughly correspond to every hospital in communities of over 30,000 population, which have been designated as district hospitals. They each provide five essential services—outpatient care, inpatient care, day care, emergency care, and consultation and educational services to the community.

In the provision of services for the retarded, there have been some decided improvements, coupled with additional dollars being provided in the budget. We have continued to reduce the number of residents in our facilities. It is down about 200. Woodstock has become a mental retardation facility this year and to some extent has reduced the population in Orillia. In the same fashion, the growth of the facility at Picton has eased somewhat the pressures on Smiths Falls. The Muskoka division of Orillia has become a separate entity; it is now called the Muskoka Centre for the Retarded.

Staff-patient ratios have improved with the reduction in patients and the fact that we also increased the complement by 248 persons. Also easing the pressure on the larger institutions was the establishment of three mental retardation units in three psychiatric hospitals.

This year we saw the establishment of the Sault Ste. Marie local board of management which is in line with the ministry's aim to place the responsibility for the planning and the development of mental retardation

services within the local community concerned. This concept will be enlarged again in moves to improve retardation services in the implementation of the normalcy principle. Acquisition of the Canadian Forces bases at Oakville and Cobourg will allow the use of houses in those areas as group residences.

Perhaps some of the more exciting developments, certainly as far as Dr. Naomi Rae-Grant is concerned, have been occurring in the area of children's and adolescents' services.

Mr. A. J. Roy (Ottawa East): Mr. Minister, you mentioned something, I think, on Smiths Falls. What have you done to ease the pressure on Smiths Falls?

Hon. Mr. Potter: I said that with the development of the Picton facilities, they are taking the pressure off by gradually moving patients from Smiths Falls into the Picton area. You are probably aware of the Picton facilities. We have a number of homes there and as the homes are being refurbished and redeveloped—we are having a home-like environment established there—they are putting the patients into these, gradually getting them back into a normal type of existence.

Under the children's services programme, we have seen a major expansion of inpatient, daycare and outpatient services which have been carried on at the regional children's centres located in Windsor, Sudbury and Toronto. These were completed in 1972 and further expansion of the regional children's centres has been initiated at Ottawa, Windsor and Sudbury this year. In Ottawa, which will be completed by September of next year, we will see the construction of units for inpatients; a new school; a new gymnasium. It will accommodate 32 inpatient beds of all ages; 30 daycare students; provide for increased outpatient services and will also provide three regional mental health teams available to adjacent counties.

In Windsor, there is a programme for construction of a new residence which will be completed by April of next year, which gives us facilities for eight more inpatients, for children of eight to 13 years of age, and 20 more daycare patients. In Sudbury we will have the construction of a new residential cottage to take care of 10 more children, six to 12 years of age.

We have had six new children's mental health centres commence operation in 1973. We have one at Orillia. We have the child study centre in Ottawa—

Mr. Roy: It is not finished yet.

Hon. Mr. Potter: It is in the process of being finished. We have the Ottawa-Carleton regional resident treatment centre. This is being constructed and is supposed to be finished by the end of January, 1974. It consists of three buildings for inpatients, for offices, and will provide 32 inpatient beds for children 13 to 18 years of age. There is the Chimo Youth Services at Port Bolster; there is another one at Willowdale; and we have the York Educational Clinic in Richmond Hill.

We have seen the expansion of 11 existing children's mental health centres, which are supported by the ministry. We have been adding outpatient facilities and inpatient and followup services to expand the range of children served by these centres; these are located in Toronto, Hamilton, Kingston, Scarborough, Waterloo and Downsview.

Then we have the development of an innovative youth services system for severely damaged adolescents in the Metro Toronto region, which was started in 1973; and over the next two years we will add an additional 200 beds.

This is being done in a phased system. In the first phase, we had two community-based youth health centres, one located in Toronto and one located in Scarborough, for planning and evaluation of short-term treatment, usually of approximately 16 to 20 beds each.

The next phase was two backup closed units, one at the Queen St. Mental Health Centre of 20 beds, and one at the Whitby Psychiatric Hospital of 16 beds.

In phase three, the rural residential treatment programme, there is the Chimo Youth Services at Port Bolster with 36 beds, which I mentioned earlier, and the Youthdale Farm and Camp of 26 beds.

The final phase was the urban re-entry programmes, which consist of the Chimo Youth Services in Toronto with six beds, which we have mentioned, Browndale in Toronto with 24 beds and Youthdale with 10.

In developing these programmes, as I mentioned, we have seen special units for adolescents and children being developed at our four psychiatric hospitals, the psychiatric hospitals being Queen St., the Dr. Mackinnon Phillips Hospital in Owen Sound, the Lakehead Psychiatric Hospital with regional mental health teams serving the scattered population in areas around Thunder Bay, and the Whitby Psychiatric Hospital in Whitby.

In addition, we have had the expansion of outpatient services to children and adolescents at 12 of our general hospitals in the province; again, these are pretty well spread across the province. This is being done in Toronto, Ottawa, Willowdale, Newmarket, Sault Ste. Marie, Belleville, Brampton, London, Peterborough, Oshawa, Niagara Falls and Scarborough.

In addition, we are funding two research projects, one to compare populations in treatment centres, training schools and group homes, and the other to write up a prevention project designed to promote mental health in a given child population.

The first of these two research projects, "The Degree and Pattern of Behavioural Disturbance in Residential Settings for Children in Ontario," has several objectives: to develop an inexpensive, reliable and socially meaningful method for describing and classifying the problem behaviour and background of children in residential care; to apply this method; to compare programmes within the ministry with each other as they are described by the type and degree of presenting behavioural problems of children and to compare the ministry children with the children who are living with their parents, those who are wards of the Children's Aid Society, and those who are living in training schools in the province.

I might say that a firm of social research consultants has been contracted by the children's services branch of the ministry to carry out this study proposal which was proposed by Dr. David Randall and Gordon McClure. Three ministries are involved in the study—the Ministry of Health, the Ministry of Correctional Services and the Ministry of Community and Social Services.

The prevention project design, which was also commissioned, is an assignment which will include the design of two pilot projects promoting optimal social, intellectual and cognitive development in children and adolescents. One project is to be carried out in an urban community and one in a rural community.

These will be effective measures to evaluate the outcome by comparing each project with a control community, matching factors such as population size, density, socio-economic mix, kinds of occupation available and so on. So these are the two research projects that the ministry is funding this year.

About \$1.5 million in capital costs and over \$3 million in operating costs have been channeled into these areas in children's services.

In the laboratory services we have 22 provincial laboratories which handled over 84.5 million units of work at an average cost of a little more than nine cents per unit. The question has been asked whether or not private laboratories are affecting the work of the public laboratories. They are not affecting the work, but they are affecting costs.

The total increase for all tests over the past two years in provincial laboratories has been 21.4 per cent—the only exception being in the testing of blood glucose determination.

Oddly enough, from 1970 until 1972—if we take the end of December as the cutoff year—we had a drop in environmental bacteriology from 1970 to 1972 of almost three per cent. I would think that this has probably been increased in the present year. But all other areas such as microbiology, serology and chemistry all showed an increase. Microbiology was up by 50 per cent; serology up by 20 per cent; chemistry was up 17 per cent.

And if we were to summarize the developments in the laboratory services this year we would show that in addition to those figures we've had new quarters provided at the regional laboratory in Thunder Bay. A new laboratory has been opened in Sudbury to provide public health laboratory services for that city.

There has been a 13 per cent increase in the total specimens received and a small decrease in the cost per specimen.

The central lab here in Toronto became recognized as a training facility for graduate students following official agreement between the Ministry of Health and the University of Toronto. We have increased services to the communities by assisting Ontario Hospitals and small community hospitals in managing and controlling hospital infections. We have enlarged our courier service with drop boxes to provide better pickup of specimens and delivery of reports.

For those of you who aren't familiar with this programme, it was instituted a year ago by the ministry. We have pickup boxes in the various hospitals surrounding a local district laboratory. For instance, in the Kingston area there are pickups in Picton, Belleville, Napanee, Brockville and so on, where the various hospitals and doctors concerned can drop their facilities and they can be picked up and serviced through the provincial laboratory service. We have assisted by actively participating on an area basis on area laboratory committees and by encouraging integration and co-operation amongst the laboratories in the province.

We see a reorganization of related laboratory services by the inclusion of the occupational health laboratory and the radiation protection laboratory in the laboratory services branch. We have had the introduction of legislation respecting the licensing of laboratories and the establishment of a programme to carry out inspection and the licensing of all of them—not just the licensing of the facilities but the licensing of the tests to be carried on by these laboratories.

We have seen a large increase in the number of blood samples submitted for serological tests for syphilis, due to the restriction imposed by the licensing regulation on private laboratories. This has had good effect in that it ensures that the tests are done by standardized procedures, by using standardized reagents, and that reporting to the respective medical officers of health is carried out as expeditiously as possible.

The introduction of the laboratory licensing programme last year has moved us closer to quality control methods being standardized across the province. We now have, I think, 510 licensed laboratories in the province, of which 214 are in hospitals and 296 private commercial labs. All of them now must be licensed to receive Ontario Hospital Insurance Plan financing and on-site inspections have been the first step toward a uniform proficiency testing programme which we expect to introduce very shortly.

In the ambulance field Ontario has been credited with having the most efficient and effective ambulances anywhere in North America. This has been written up in several magazines and newspapers. The other provinces are studying our system. We must say it isn't without cost, for it is also one of the most expensive programmes. Now that we have established this standard of excellence, maintaining an emergency ambulance service of this calibre will no doubt produce some increasing strains on our health budget.

This year we have been able to absorb about a 20 per cent increase in activity of our ambulance service without any significant increase in the number of vehicles, but this has come about due to attention to increasing efficiency and to the more effective control by dispatch centres.

Public health is another area which doesn't have the glamour associated with other types of medical care, but I have the feeling that this will be changing over the next few years. It is an essential part of our health delivery system and as those who are involved in this aspect of the health delivery system work

quietly to eradicate or reduce causes of morbidity and mortality in a community, I am sure that we will find that it will become much more valuable.

While the majority of other provincial jurisdictions carry out public health programmes as a direct service for the central government, in Ontario the administration of the bulk of public health activities and services is the responsibility of the boards of health for 43 local official health agencies. These boards—we have five municipal health departments and 38 health units—are autonomous corporations. They are responsible for the day-to-day public health programmes carried out in all municipalities in the province. They employ staffs numbering some 4,000, of whom about 1,600 are public health nurses and around 400 are degistered nurses or nurses' assistants. There are also about 400 public health inspectors, and we have approximately 100 physicians working either clinically or in administrative capacities.

In addition, we have in excess of 200 dental and paridental personnel employed in extensive preventive dental care programmes carried out by all but four of the 43 local agencies. Then we have nine local agencies who conduct, in addition to their preventive programmes, a dental treatment programme which employs 33 full-time and 71 part-time clinical dentists.

In making these comments about public health, it reminds me that a year ago when I was making some speeches—if I may, I'll quote from my speech in newspaper reports—I said at that time that we are now dealing with a generation that includes "many unfit, self-indulgent patients, with self-inflicted diseases that they charge to the public purse."

At that time, I was criticized both in the news media and by members of the Legislature for making such a statement. Now here we are a year later, and after spending some \$2.5 million for a study the federal government and the federal Minister of Health and Welfare, Marc Lalonde, are saying the same thing. He is getting extensive coverage across Canada, and they think they have come up with a great discovery.

But let me make it perfectly clear that I welcome Mr. Lalonde's comments and the fact that the federal government recognizes that we in Ontario were saying this a year or so ago. Perhaps if the federal government conducts a few more studies, they will then be receptive to cost sharing some of the \$500 million worth of health delivery programmes which we now make available in

this province and for which cost sharing is not available.

Much is said in the press about the 50 per cent that Ottawa pays toward the cost of health services in the various provinces. I think the public should be made aware that in Ontario we do not get 50 per cent of our total health care programme. We get 48 per cent of our hospital programme. I think it is, and 43 per cent of the medicare programme. There are many programmes such as self-care units, home care programmes, convalescent facilities, psychiatric services, ambulance services, which are not shared by Ottawa.

If we take our total health budget, we are actually receiving something like 36.7 per cent from Ottawa and not the 50 per cent. If we could get that other roughly 13 per cent, we are talking about another \$230 million. This would go a long way to providing the extra services—in the way of dental care, drugs, dressings, appliances and other services—which are so badly needed by many of the public today.

Mr. Chairman, in this past year since I made my comments about the health of the citizens of our province, we have not been idle in this area of personal health services and community health protection. These programmes are largely carried out by the public health nursing staff and the emphasis continues to be with the younger segments of our population.

Approximately 35 to 50 per cent of the public health nursing programme is devoted to school health services. Here the emphasis is on screening for the correctible defects in vision and hearing, immunization against preventable diseases, and assistance with the establishment of good health habits. At the present time, many of these services are carried on by registered nurses and by RNAs, preserving as much of the nurse's time as possible for her important role, the role of health counselling.

The public health nurse is one of the few health workers who has an intimate knowledge of the home surroundings of her patients. Many public health nurses are now being attached to family practice units in the province, so that these skills will be utilized in the total health care of the family. I point this out because, again, it does show that this budget reflects my repeated statements that alternative programmes do exist.

I use this as an example of how the components of our health delivery system of the past are being integrated into a comprehen-

sive programme which will meet the needs, not only of today, but of tomorrow as well.

In a related area, many of the public health nurses' concerns relate to the field of nutrition. We have seen this year a growing number of health agencies employing nutritionists to assist public health nurses in their work of counselling teenagers, prenatais, the obese middle-aged, and the elderly, in good eating habits. I think everyone is aware that in the reorganization of the ministry we grouped those individuals with expertise in health matters and health delivery matters in the standards division. This year their first project was to prepare standards and guidelines for nutritional programmes for prenatais and the obese. These will be forwarded shortly to all health units and will assist in this important field of nutrition. Again, Mr. Chairman, I think this highlights the fact that there is an awareness within the ministry. If I may refer to Mr. Lalonde again, the things that he is pointing out now are matters which we have been working on for some time and for which we will shortly—in fact, before the end of the year—have a programme operating in this field.

Usually when we include moneys in the budget, sir, they are for programmes of a positive nature. So it is not altogether with happiness that I point out that the increased dollars provided in this budget for some of the areas of communicable disease should serve as a warning to the residents of the province. It would appear that as we have become more affluent, and as our health delivery system becomes more sophisticated, there is a growing tendency on the part of modern society to adopt the attitude that, because we have what amounts to a universal prepaid Medicare plan, normal precautions to prevent sickness or infections can be diminished or relinquished entirely.

These diseases are not a thing of the past and one of the great scourges of years gone by—tuberculosis—still remains with us. For the first time in the recent past, we saw an increase in the number of reported cases in 1972. There were 13 per cent more cases reported in 1972 than in the previous year. We jumped from 1,117 to 1,264. Similarly, the question of venereal disease control remains a very grave concern. While we recognize the difficulty of preventing gonorrhea and syphilis, particularly because of the present attitudes concerning these infections by many of the more sexually active members of our communities, the complications of these diseases—

Mr. Roy: You are not referring to any of us, I hope.

Hon. Mr. Potter: I hope not. They require us to continue active programmes. As a result, this year has seen a stepped-up programme in the area of venereal disease education programmes.

Mrs. M. Campbell (St. George): By whom?

Hon. Mr. Potter: New VD clinics have been opened this year. There are now 24 in operation throughout the province. Attendance is in excess of 4,000 per month. We have prepared and distributed a comprehensive school VD teaching kit, containing sophisticated resource teaching materials which include overhead transparencies slides, tapes, records, pamphlets, teachers' guides and other things.

Mr. Roy: You don't have any samples?

Hon. Mr. Potter: Yes. We'll get them; we'll bring them.

In my estimation, this is the best information programme that has been devised.

Mr. W. Ferrier (Cochrane South): You should distribute that to the members of the Legislature.

Hon. Mr. Potter: They are available. I'll certainly distribute them on a riding basis to anybody who wants them. Our approach has been well received by other provinces. It has been drawn to my attention that they are certainly reviewing what we are doing in our programmes to meet the needs here. I don't want to hold this out as a too bright a ray of sunshine, but statistics show that for the first 10 months of this year there has been a slight drop by about 200 patients.

Mr. Roy: That is because of the energy crisis.

Hon. Mr. Potter: But that is strictly in gonorrhoea alone. It hasn't any reflection on the incidence of syphilis. I don't think even if we have arrested the time period that we should relinquish our efforts by any means.

Mr. D. W. Ewen (Wentworth North): What is the average age?

Hon. Mr. Potter: I haven't got the average age. I was surprised to see today an article in the paper where one of the medical officers of health was reporting a number of cases from 13 to 15 years. Almost every school board in the province, either public or separate, is planning to use the teaching kit.

We have had a few school boards which have refused to do it for one reason or another. I think that's like burying your head in the sand. It's a problem that has to be faced and there is no sense of us taking an attitude we are not going to discuss this type of thing, as it's with us. As you were saying, the age is very—

Mr. Ewen: Shocking.

Hon. Mr. Potter: Shocking is right. Our information programme will continue and of course we will also continue the confidentiality of our VD programme, which is considered very important.

The immunization status of children entering our school system remains a concern, because our latest study showed that one in five children still enters the school system with less than adequate immunization. Indicative of how our public health programme has been integrated with the school environment is the one experimental computer-assisted school health service programme. Eight local boards of health are now served by this programme and another eight are in the process of being in the final stages of preparation for entrance into it by Jan. 1. It's also available for providing assistance for public health inspection service. Five boards of health are participating in this programme and another two are being admitted in the near future.

Mr. Chairman, as we move down the road in the reorganization of the health delivery system, the decision taken in the mid-1960s to initiate boards of health as a municipal level structure rather than a district service offshoot of the provincial government, I think is bearing fruit.

As we now begin the first stages of developing district health planning councils a tremendous amount of decision-making process will be made at the local level. Of course, it will make it much easier to integrate the health unit component into the system than it would have been if the province at this time had to turn over a direct service to an agency which did not have the accumulated knowledge and the expertise that has developed in health units over the past eight to 10 years.

I mentioned earlier how the work of the public health programme has a tendency to go unnoticed as much of it is of a screening or a counselling nature. This may be a small point but I think a good example of what we are doing is that of screening for phenylketonuria.

This is a successful programme which detects six to seven classical cases a year. It is estimated that in each case which is detected the diagnosis and treatment for up to five years of age costs something like \$7,000 as compared to a cost of, perhaps, \$250,000 for a lifetime of institutional care if a child becomes mentally retarded because this wasn't detected early enough.

We are also doing screening to detect inborn deficiencies such as a pilot project in the Metro area screening for galactosemia. Early diagnosis in these cases will prevent retardation and congenital cataracts and even mortality.

In addition to this, mass screening has been implemented in five Ontario centres for Tay-Sachs disease in the Jewish population in Toronto. The population was screened in Toronto and of the 7,500 tests we found that a frequency of one in 14 has turned up as carriers for this disease.

The question is often raised about the availability of medical practitioners in the province. Today we have in Ontario an average of one for 600 residents which is perhaps the best percentage of anywhere in the world with the exception of Israel. What is of utmost concern to the ministry is the distribution of these physicians and the type of practice engaged in by these practitioners. We find that in some areas we have too many specialists and not enough family physicians; in some areas we haven't got medical care at all. The programme which we devised for underserviced areas has been working quite well and I will have some more to say about that.

We have been encouraging the medical schools to expand their enrolment to make use of outlying facilities and the vast reservoir of clinical material that is available in the periphery hospitals in the larger urban centres and in hospitals located in such areas as Thunder Bay, Sudbury, Peterborough, Oshawa and so on. This is in the process of being negotiated at the present time.

One of the problems with which we are faced in encouraging our local teaching centres to train more family physicians and not train as many specialists, particularly in areas where we don't need them, is the Canadian immigration regulations. In Canada we have a great many foreign graduates coming from countries which, for one reason or another, they wanted to leave, and provided they are qualified they are licensed to practise in Ontario anywhere we want them.

I am reminded by the deans of universities that by encouraging a decrease in the number of specialists to be trained in this province, perhaps we are depriving some of our own students of an opportunity to specialize in areas where they would like to specialize; particularly when we are allowing others to come in from other countries with these qualifications and there is no control on it. You may recall that a year ago I mentioned this and at that time, in Ottawa, I stated that the time may well come when some consideration must be given to whether or not foreign graduates should be licensed to practise where needed in certain areas.

A year ago when I met with the other provincial ministers of health on this subject I was a voice in the wilderness, but this year all the other provinces are now faced with the same problem. We have a responsibility to our own students, and at the same time we have a responsibility to the taxpayer to see that we are not overserviced in some particular area by licensing people to practise if they are not needed. This is a matter that certainly there will be further discussion on.

I have already been talking with Mr. Lalonde in Ottawa. I don't anticipate any help from the standpoint of immigration and that area but certainly the other provinces are very concerned, as we are. I think it is something we have to take a great look at.

This year, we are facing a further culmination of the programme we started three years ago which was a concerted effort to try to correct the imbalance in the system as regards medical services. This programme involved a survey of the province and the designation of 166 areas as ones which required the services of a physician and of 73 underserviced areas as far as dental services were concerned.

This year we have added some 40 to 50 doctors to the programme so that we now have 153 doctors working and practising in these underserviced areas. These are people who are practising there with the assistance of the programme. In addition to those there are 24 who have located in these areas and no longer need any support, because they are making an income there which they are able to make up out of their own practice.

In the dentistry area, we have 52 dentists who are at the present time practising in 51 of the 73 approved service areas. We have also attempted to ease the distribution problem by entering into bursary arrangements with undergraduates. At the present time we have 32 students in receipt of bursaries this

year and 94 students who are interning with an undertaking that they will commence a return in service once their internship is completed. In 1974 we will have another 40 coming on stream.

Mr. Chairman, another alternative to active treatment that I would like to point out is the growth of the renal dialysis programme. In 1972 we had 382 patients on hospital and home care dialysis for kidney disease. Over the past 12 months our emphasis has been to encourage individuals to undertake home dialysis programmes. This year there are an estimated 615 outpatients now receiving care in this programme.

Although this programme is a viable alternative to hospital treatment, we recognize that for some persons the hospital environment is necessary. In some areas we are experimenting with the placement of portable renal dialysis equipment in the hospital and having area recipients use these machines with the assistance of hospital staff.

One of the unhappier aspects of the programme is that for some reason or other there has been a slow-down in kidneys being donated for transplant purposes. What we are doing is keeping more people alive through the dialysis units, but unfortunately we are not able to get the kidneys and provide the transplants to get them off the machines. As you are aware, once they are on the dialysis machine, they either get a transplant and can get along without it, or they are on the machine for the rest of their lives. We are hoping that we will be able, through some kind of a public relations programme, to encourage the public to make arrangements for transplants of their organs, in cases of accidents and so on, where they can be used, particularly when it comes to eyes and kidneys.

Mr. Chairman, I welcome this opportunity to discuss some of our health delivery systems. Obviously, there are many areas that I have not covered.

Mr. Roy: You are doing okay now, doc.

Hon. Mr. Potter: Well, there are one or two I could mention. There is the—

Mr. Roy: You said it would be a short statement.

Hon. Mr. Potter: Well, it is pretty short when you consider—

Mrs. Campbell: Could you cover, in this short statement, the municipal costs of all these programmes that are being operated

by them? We have heard about the lack of help from the federal government, but perhaps we should give the municipalities a break because their operations—

Hon. Mr. Potter: I think we should too, if we had some more money. If I had the money, I would have no problems at all. Right now I have got \$2 billion and if I could get another billion—

Mrs. Campbell: They are operating programmes on their own, and would you mind giving us the cost of them or even something specific?

Hon. Mr. Potter: If I knew them, I would gladly give them. Obviously, you can get those yourself, because you happen to know about them.

Mrs. Campbell: We would like the record to be a little clearer.

Hon. Mr. Potter: There has been a lot of discussion about nurse practitioners in relation to medical practice, and to what extent have the traditional physicians' responsibilities been affected in these areas, what government intends to do about it and what we have been doing about it.

In Ontario we have three universities now—McMaster, University of Toronto and University of Western Ontario—which have established short programmes for nurse practitioners. In McMaster University, this programme prepares nurses who are employed, particularly in southern Ontario, in a variety of settings. The requirement for the course there is, first of all, that the individual for whom she is now working is prepared to associate with on-campus sessions to work together with them in training her. There is bursary assistance of \$1,000 available for any nurses who are attending from underserviced areas of the province for this programme.

Mr. F. Laughren (Nickel Belt): How many—

Hon. Mr. Potter: Pardon?

Mr. Laughren: I am sorry. How many are there from the underserviced areas?

Hon. Mr. Potter: I will give you this in a moment—but not enough. They are not coming in and somehow or other we have to encourage them to come in. One of the problems with the programme, as you will see as we go on, is that there aren't enough coming from the underserviced areas. The University of Toronto has a course that's been running

and it takes nurses from isolated areas of the province who don't have resident physicians.

Usually in these areas the nurses are in contact with the hospital by radio communication or in some cases telephone communication, but up in the northwestern part of the province particularly, it is radio communication. Usually these nurses operate singly in those areas. There are a number of them, I understand, who have graduated; there are about 15 operating as assistants in conjunction with physicians. The University of Western Ontario has been running a programme and it is strictly for nurses in isolated regions of the province. To date, McMaster trains something like 48, University of Toronto, 29, and Western university, 10.

You were asking about where they are working; these are mostly southern Ontario—Beamsville, Beaverton, Brantford, Burlington, Erin, Etobicoke, Georgetown, Guelph and Hamilton. But then we get up to Hespeler, Ignace, Kapuskasing, Mount Forest, Thunder Bay, Sharbot Lake. There are also some in Metro Toronto.

By the end of 1974 the three universities expect to have prepared 63 more nurse practitioners. That will give us a total of 150 in the two years since it started in 1972. But this is only 0.3 per cent of the total working force of nurses, and it has to be increased.

Recently we had the College of Physicians and Surgeons and the College of Nurses meeting and trying to develop the criteria of training programmes and subsequent evaluation of these programmes, to look at the legal responsibilities of the nurse practitioners, to consider the recognition of the nurse so prepared, and to look at the disciplinary authority and registration of the practices and so on.

They have been experimenting with various methods of payment. Some are employed by physicians and paid by them; some are financed through the health resources development fund as pilot projects; several are on contracts through OHIP; 10 are paid through community health services, or health facility grants, and OHIP, I think, has made a special contract with one of them.

Acupuncture is something I spoke about the other day and I don't imagine you want to spend any more time on it here. As I assured you the other day I am expecting a report from the council of health this Friday and I will be in a better position to talk to you about it then.

There has been a great deal of discussion about the value of annual medical checkups, particularly as they relate to cancer. While it

is not popular to say so, and there is no sense of having research unless we are going to pay attention to research, there is quite a controversy today as to the value of annual checkups. It has been suggested that cancer morbidity and mortality isn't any greater in the usual section of society than it is in those who undergo annual examinations. There are some interesting figures and if anyone is interested in reading the annual report of the Ontario Cancer Society I think he will find that some of his questions are answered there.

Mr. V. M. Singer (Downsview): He certainly is informative.

Hon. Mr. Potter: Well, if you want details on it I will be glad to give them to you.

Mr. Singer: Do you think annual checkups are good or bad?

Hon. Mr. Potter: I don't think they are.

Mrs. Campbell: That is the usual answer.

Hon. Mr. Potter: If you examine enough people you will always find something. For the cost of the annual checkups and what is found I doubt very much that they are—we are getting all the statistics on it though.

Mr. Roy: You were advertising for many years about getting an annual checkup.

Hon. Mr. Potter: The Cancer Society was; a checkup and a cheque. It has stopped that now.

Community health services is something I know everyone is concerned with. A few years ago a report was submitted by Dr. Hastings and immediately it was jumped upon by many people as being the answer to all of our health problems. I must note that Dr. Hastings himself has amended his original statements in many cases. Rather than community health centres, we are really talking about community health services. It is not the bricks and mortar that we are particularly concerned with; we are concerned with the services to be delivered to the community.

We have been studying with Dr. Caps in Montreal the facility that was started there some years ago and which was started by students who were involved in their student days—Dr. Caps was one of them—and gradually got into the centre and helped develop it. He has pointed out that without a doubt the team approach that we get in this facility offers services that were never provided in these areas, particularly in the area where it

was started. He questions to some extent universal adoption of these facilities.

We have taken the stand in Ontario that this is the direction in which all of us must eventually be directing our efforts, again emphasizing that we are talking about services and not centres. We have set up within the ministry a project team whose responsibility it is to evaluate the needs in communities, to deal with all types of organizations, sponsors and locations of existing projects and new projects and to come up with some type of an evaluation and to provide assistance and encouragement to people in those areas to provide these facilities. I haven't available yet, but I will have before the end of the year, the proposals and the plans where these will be established.

At the present time and during the past year, we have seen the formation of somewhere in the vicinity of 35 or 40 such facilities in the province. These have been provided entirely by local initiative with the assistance of the medical officer of health and assistance from the ministry in providing backup information. The member for Wellington-Dufferin (Mr. Root) was one of the first, I think, in the Province to get one of these organizations going in his area, where the community built the facility and rented space to doctors, dentists and others in the health field; where the medical officer of health has attached in some areas public health nurses to be used as visiting home nurses; and where even a section of a home care programme has been directed.

Mr. J. Root (Wellington-Dufferin): There is one to open this Saturday at Grand Valley. This is the fourth in Wellington-Dufferin.

Hon. Mr. Potter: These are working out very well; as a matter of fact. It is the co-ordination of these services that we are particularly interested in.

These are some of the highlights of our estimates, Mr. Chairman.

Mr. Chairman: Thank you, Mr. Minister. The spokesman for the official opposition, please.

Mr. Roy: Mr. Chairman, I am glad the statement was short. As he emphasized in his closing words, these were the highlights, because we felt that the minister's statement, in the light of the fact that it took some one hour and 40 minutes, dealt superficially with some of the problems that we on this side feel exist in the ministry. To discuss the Ministry of Health is most difficult, because

there are very many areas. I think this was emphasized in the minister's statement. He was going around from one to another, from nursing to VD to health units and to such and a thing.

The minister himself has often said that this ministry is sort of a Frankenstein monster, and very often we on this side of the House feel that the monster got the best of you in the approach that has been taken.

Hon. Mr. Potter: Don't you believe it.

Mr. Roy: I didn't have the opportunity to sit in the House when you were a back-bencher, but the story goes that you were quite a tiger then and when you came into the Ministry of Health—

Hon. Mr. Potter: Now I am implementing all the programmes that you people sat over there and pounded the desk about, saying, "Oh, wonderful."

Mr. Roy: You have turned out to be a toothless tiger. You have made a lot of statements. You have rattled swords right across the province. In fact, your predecessor, now the Provincial Secretary for Resources Development (Mr. Lawrence), did the same thing; he went around the province saying how tough he was going to get in certain areas. Really, people cannot take you all that seriously.

I think that is one of the problems when you mentioned that the federal minister, Mr. Lalonde, was using some of the statements you had made last year. Well, you have made a lot of statements since you have been Minister of Health, and I have got some of them here from Hansard—statements that have not been followed up, commitments that have been undertaken but have never been honoured. We feel that in your statement you failed to deal with some of the major problems that have plagued your department since you have become minister.

We find it's an ironic approach on the part of the government to leave this very important ministry—we are talking about spending \$2,219 million—to the very end. Again you are going to be saved by the bell, because there is very little time left to deal with all aspects of this, and I am sure that all members—

Hon. Mr. Potter: Mr. Chairman, shouldn't we point out that all members of the Legislature were aware of the time factor as far as estimates were concerned?

Mr. Roy: We didn't know we were going to lose days—

Hon. Mr. Potter: And if the opposition were so stupid—

Mr. Ferrier: You people didn't sit on Wednesdays and called off Friday mornings, so don't blame us.

Mr. Chairman: Mr. Minister, ladies and gentlemen, we are here to deal with the Ministry of Health budget, not any political considerations of what he said.

Mr. Roy: Thank you, Mr. Chairman.

Mr. Chairman: Just don't take that for encouragement, though.

Mr. Roy: But the fact remains, Mr. Minister—

Interjection by an hon. member.

Mr. Roy: —that there is going to be very little time to deal with all aspects of this, and you are going to be saved by hiding behind the rules. I suggest to you that some of the matters you should have dealt with in your statement obviously were not dealt with. First of all, there is your famous constraints package. I can recall you mentioning this constraints package in the House day in and day out.

I look at Hansard for March 21, 1973, and I see my colleague, the member for Sarnia (Mr. Bullbrook), asked you a question in direct relation to your constraints package. He said:

In view of the fact that the average payment to general practitioners in May, 1972, was \$3,625 under the OHIP programme, or its predecessor programme, and the average payment to pathologists for that month was \$13,004.84, could he advise what his ministry is going to do in connection with the rape of the public purse by these specialists?

At that time the minister answered:

There has been for some months now an ongoing study of the whole system of paying for medical services in the province.

And you end up saying—this was back on March 21, 1973:

Within a very few weeks, Mr. Speaker, I will have an announcement to make to the House concerning the constraints that will be introduced.

The question went on by my colleague, Mr. Singer:

By way of supplementary, I wonder if the minister would be prepared to make available to the public and to the members of the House the publication that came out of his department indicating comparative information relating to health costs in Ontario and other provinces, which was issued by his department in November, 1972, so that we could have a better idea of the kind of problem that the people of Ontario are facing?

And you said:

I see no reason why we should not, Mr. Speaker. And then you were asked a question about—

Mr. Singer: I never did get it.

Hon. Mr. Potter: You knew where to come for it. If you thought I was going to deliver it, you had another think coming.

Mr. Singer: I asked you for it; you said you would make it available. I asked you about three times for it and I gave up.

Mr. Roy: But I could go on, Mr. Chairman—

Hon. Mr. Potter: As a matter of fact, it was tabled.

Mr. Roy: I could go on, Mr. Chairman, about commitments made by—

Hon. Mr. Potter: You weren't very interested.

Mr. Singer: I figured three times was enough for any responsible minister to reply.

Hon. Mr. Potter: You have to be spoon-fed.

Mr. Roy: Mr. Chairman, another supplementary was asked by the member for High Park (Mr. Shulman), who asked at that time:

Would the minister agree that it would be a sensible solution to the heavy costs of the pathologists and the radiologists, as outlined by the hon. member for Sarnia, to put these particular specialists on salary?

And you said at that time, again March 21, 1973:

Mr. Speaker, all of these are matters on which we are now making a decision. As I say, this will be announced very shortly.

Well, here we are—this was back on March 21—and we are eight months away. We are still waiting for this. I was very disappointed, Mr. Chairman, to see this matter had not been dealt with at all.

Looking at Hansard again—and now we are back at Oct. 4, 1973, you suggested, following questions by the leader of the NDP, that in fact you had such a programme of constraint packages; or that you were in fact saving money. You were asked a question at that time by the member for Scarborough West (Mr. Lewis):

Mr. Lewis: A question of the Minister of Health, Mr. Speaker, referring to the various commitments he has made to the House. When is he bringing in his constraint package on medical expenditures under the Ontario Health Insurance programme?

And you answered at that time:

Hon. Mr. Potter: Well, Mr. Speaker, some of these programmes have already been instituted, but I will be prepared to summarize them for the hon. members if they haven't been paying any attention to them as they were being implemented.

Hon. Mr. Potter: It's true.

Mr. Roy: And then there was an interjection by myself:

Mr. Roy: Give us some further information.

And you said:

Hon. Mr. Potter: When the time is ripe and I have the information summarized I will be glad to bring it in to the members.

Mr. Roy: I don't know if any members here have received that type of information, what type of constraint, where we are saving money. But I suggest to you that at that time on Oct. 4, this was nonsense. We have not heard anything about any constraints. And the statement made by this party back on May 16, 1973, still applies:

The time has come for the Ontario government to announce the long-awaited lid on Medicare funds in order to eliminate the chaos and confusion that has been created by empty promises and poor planning. Since the government is paying the health bill, it is logical that it negotiate the policies of medical incomes with the profession rather than leaving it entirely to the medical profession to set fees and ceilings.

Well, now I notice just a couple of weeks ago you set up a committee from the doctors to discuss this situation with the government. And we say it is about time. But still you announced back on March 21, 1973, that you would be bringing in this constraint package. We have not yet seen it; and we have not seen it in your statement. I would have thought your statement, considering that you were going to deal in depth with what I consider to be some of these superficial—well, in fairness to you, you have brought in some matters; but I think that basically you have not dealt with some of the main problems that have really plagued your ministry.

And as my leader (Mr. R. F. Nixon) said back at that time in May:

I have stated many times that the Health Ministry is plagued by poor planning and lack of direction. It has appointed many task forces and committees and still we do not have any clear policies on controlling health cost while providing adequate health services for the public.

At that time back in May—and you have stated in your statement—we had this information about the 1,600 beds that you were

able to close down. Frankly, I don't know what evidence there is that these hospital beds were not really needed and we were paying too much. But the fact still remains, and I think you must realize it, that controlling hospital costs was not enough. In March you announced that you would introduce a constraint programme to control medical costs as well, and we are still waiting for this.

Unfortunately the public is suffering because of the ministry's mismanagement, Mr. Chairman. Last year the ministry made two serious errors, and it cost a total of \$105 million. I notice that the increase in the budget in the estimates this year is something from \$2,093,000,000 to \$2,219,000,000. I suggest to you that had it not been for these two errors, your estimates would not have to be increased this year. And the two errors that we are suggesting, Mr. Chairman, are as follows:

First of all, the minister rejected the constraint package prepared by Dr. Kinloch, which was designed to save \$50 million. Because of this, the ministry had to vote an additional \$50 million to keep the Medicare plan afloat. The other \$55 million was lost when the Hospital Service Commission failed to collect premiums while it was changing over to OHIP. The people of Ontario are paying for these errors in increased sales tax. That is where you have to get your money—which promises to yield something in the nature of \$280 million this year.

If one wants to look really at the crux of the problem I think it was well said by Dr. Kinloch in correspondence addressed to not only the Leader of the Opposition (Mr. R. F. Nixon) but to Mr. Lewis. He said:

The combination of a well-intentioned but poorly-informed impetuous minister of an entrenched senior bureaucracy resistant to change, and of an environment within the ministry that is hostile to integrity, imagination and initiative, does not augur well for intelligent administration.

Hon. Mr. Potter: Everybody was out of step but Johnny.

Mr. Roy: We are still waiting, Mr. Chairman, for the promise from the ministry. I would have thought that in his statement we should have received the information he promised us as far back as Oct. 4, this year. We still don't have anything about the question of the constraint package.

At that time as well, in the month of March or April, you made commitments. I

can recall you making pretty strong statements in the area of the doctors. Do you recall the member for High Park bringing out certain evidence about doctors abusing the plan? Apparently there was a question of fraud and he had pretty damning evidence. At that time I can recall asking the minister about the prosecution of some of these doctors because, I think the minister will agree, if doctors break the law, just like police officers or anyone else, they must be dealt with under our system like anyone else. If I can find the statement made by the minister at that time in relation to the minister's undertaking—this was back on March 22, and the question was asked by Mr. Nixon:

Mr. Speaker, a question of the Minister of Health: Can he advise the House whether the information associated with the overbilling by certain doctors, whose names have appeared recently in the press, is going to be passed on to the Attorney General for suitable action or is the case closed with disciplinary action to be undertaken by the College of Physicians and Surgeons?

The answer there was:

Mr. Speaker, in all cases where there is any evidence of fraud or any indication of sufficient evidence to proceed in legal action, the information is turned over to the Justice department. At the present time I am told by them that they have sufficient evidence to prosecute three or four doctors. We are waiting for the judge to be named.

I don't know what that means. Why do you have to name a judge if they are to be dealt with like anyone else? In any event that was a commitment made on March 22. To my knowledge I have not heard of any doctors being prosecuted. I don't particularly look forward to that type of situation but, again, we are talking about a lot of money. We are talking about certain evidence and by the minister's own admission apparently the Ministry of Justice had sufficient evidence to prosecute some doctors. We have not heard anything about this. What is the delay? This was back in March, 1973.

The question again is asked, on another topic to save money—why are not doctors, for instance, pathologists and radiologists, people working within a hospital, not on salary?"

Surely you don't need committees or all sorts of surveys to come to that conclusion? Most doctors you talk to agree that these people should be put on salary. This would be another way of saving the taxpayers some money. You hardly blame the federal government for having some apprehension about giving money without any conditions or paying 50 per cent of the cost when it is being squandered openly by this minister and when steps are not taken to control some of the abuses that exist at present.

Mr. Chairman, typical of the approach taken by the minister is what I consider to be one of the more famous blunders since he has been Minister of Health, and that deals with the question of the denturists. You recall a year and a half ago a bill was introduced which would have allowed the denturists to deal directly with the public, ignoring the advice of the task force which recommended exactly the opposite. A seven-man committee was set up to draw up standards for licensing denturists. Four months later the government contradicted itself once again. The Minister of Health rejected the advice of the committee as well as the principle of the original bill by introducing new legislation prohibiting denturists from dealing with the public. A new dental worker was introduced instead, the denture therapist, who could work only under the supervision of a dentist.

It has been a year since the introduction of that legislation, Mr. Chairman. The denturists are still dealing directly with the public in open violation of the law. Just to give you an example of this, Mr. Chairman, I look at the Windsor Star for Nov. 12, 1973, and these people are openly advertising. I have here an advertisement of a denturist. It says, "Ontario Denture Clinic. Custom dentures provided directly to the public. Complete and partial removable dentures, 90-day unconditional money-back guaranteed." It has got the phone number, the whole thing.

Mr. E. J. Bounsall (Windsor-West): They do a good job, too.

Mr. Roy: Not only are they providing low-cost dentures for citizens of Ontario, who are crying out for their services, but they also have support of many physicians and dentists—well, they had, I suppose, at the time this small statement was written. You recall again recently these denturists were obtaining oral certificates of health from doctors and a memo came down from the college saying, "Stop that. The mouth is not part of your expertise and you shouldn't give out these certificates."

This denturist-dentist controversy has proved to be a great source of embarrassment, I suggest to you. The original bill which would have allowed the denturists to deal directly with the public was a good bill and deserved the support of the Legislature. However, it seems that the minister was not strong enough to stand up to the pressure from the dental society. Dentists did not want another dental worker to deal directly with

the public so the minister made his famous flip-flop.

I recall that very clearly in the House, Mr. Chairman, the original bill apparently allowed the denturists to deal directly with the public and you tried to bring in an amendment. You had to withdraw your original bill. You had to bring in a new bill. This Act is now law but there are hundreds of denturists breaking that law. So far there have been no prosecutions. Why not? Could it be that you are afraid to recognize your error, that you are afraid of arresting the denturists, which would really add oil to the fire and set off a major conflagration? The government has only two choices—one is to change the law, and of course that would be difficult. You've flipped once already. You'd have to—

Mrs. Campbell: Do a double flip-flop.

Mr. Roy: I keep in mind that you have a bad back.

Hon. Mr. Potter: What do you recommend?

Mr. R. F. Ruston (Essex-Kent): Well, you know what we recommend.

Mr. Roy: The other choice is to enforce the law and prosecute the denturists who are practising openly. So your choice is really between the devil and the deep blue sea, and in the meantime the government is spending thousands of dollars on training and licensing denture therapists who will probably be defunct as soon as the denturists are licensed.

This is just another example, I suggest to you, Mr. Chairman, of the waste and mismanagement that we've experienced and observed in the health administration. To continue with this point, I think you spent something like \$13,600 to date in licensing 87 denture therapists, and I'd like to know how many are actually working as denture therapists. I recall the question being asked in the House the other day and I think you said you didn't know. I would have thought, considering the controversy surrounding this situation that you would have had that information at hand—although I'm not really surprised sometimes that you get information that is not quite accurate.

You recall in the House, back on Oct. 30, where, in answer to a question that had been asked, you said, "First of all, all the hon. members know that the particular section of the Denturists Act has not been proclaimed yet. I told them I would not proclaim it until the denturists have ample opportunity to qualify and I haven't proclaimed it yet." I thought, well, I'm definitely wrong. So I go

down and get the orders in council and, sure enough, an order in council dated June 27 states that the Act—

Mr. J. A. Taylor (Prince Edward-Lennox): The minister doesn't proclaim it.

Mr. Roy: Are you saying that he shouldn't know if his legislation is proclaimed or not?

Mr. Taylor: He said he hadn't proclaimed it.

Mr. Roy: The fact remains, Mr. Chairman, that the minister, who was involved in very controversial legislation, did not even know that his own Act had been proclaimed. The distinction is this, Mr. Minister: Now that you've proclaimed the legislation, that is law. This is law that has been passed by this Legislature and it's being breached openly. It is very nearly contempt of the Legislature, if we are to pass laws and have laws on the books, laws that apply to every citizen of this province, which are not being enforced by the government. As you know, under section 16 of that of that Act, it is an offence punishable by a fine of \$2,000 or imprisonment for a term of not more than six months or both for a breach of this Act. It is open, you realize, to any citizen in this province who has evidence that a denturist is practising openly—

Hon. Mr. Potter: Did you do anything about it?

Mr. Roy: I am just telling you what your responsibility is.

Hon. Mr. Potter: Did you do anything about it?

Mr. Roy: You just wait and see. There will be something done.

Hon. Mr. Potter: You are a responsible citizen.

Mr. Roy: You are supposed to be the minister. You are supposed to be enforcing your own legislation.

Mr. Ruston: You are paid to do it; he is not.

Mr. Root: You are a lawyer. Why don't you lay a charge?

Mr. Roy: It is open to any citizen to lay an information against a denturist.

Hon. Mr. Potter: That's right.

Mr. Roy: You are going to look pretty stupid if you are not enforcing your own

legislation. It has to be enforced for the citizens of this province.

Hon. Mr. Potter: I am still asking you, as a former Crown attorney, knowing the law, did you accept your responsibility?

Mr. Roy: No, because I respect the law. The law should be enforced by a department of this government called the Attorney General's office. That's the role of the Attorney General (Mr. Bales).

Hon. Mr. Potter: No.

Mr. Roy: It is not for citizens to go around—

Hon. Mr. Potter: You just got through saying it was my responsibility to enforce it.

Mr. Roy: That's right.

Hon. Mr. Potter: It is not my responsibility.

Mr. Roy: Have you told the Attorney General to enforce it?

Hon. Mr. Potter: Should I tell the Attorney General?

Mr. Roy: Yes. It is your law that is being breached openly. Have you told the Attorney General? Just answer yes or no.

Hon. Mr. Potter: No wonder you are no longer a Crown attorney.

Mr. Roy: Well, that was my choice.

Mr. Ruston: You won't be Minister of Health much longer.

Hon. Mr. Potter: Don't hold your breath!

Interjections by hon. members.

Mrs. Campbell: Oh, brother! Can't we get down to some kind of decent debate in this committee, Mr. Chairman, without this kind of nonsense.

Interjections by hon. members.

Mr. Roy: You are really something else. You pass legislation which is very controversial. You get it proclaimed. You should have known it was proclaimed on July 6 and it is openly flouted. As a minister of the Crown, responsible to the Legislature, what are you doing about it? Surely that should have been referred to the Attorney General?

Mr. Root: You are a member of the Legislature. You are a lawyer. Why don't you do something?

Mr. Roy: Is it the Attorney General's responsibility to enforce the laws here or is it private citizens? It is the Attorney General's. A private citizen should never get involved in a criminal prosecution, as long as you have an Attorney General doing his job. If we have no alternative, we will do it. I can tell you that. If the Attorney General doesn't lay charges, we will.

Mr. Ewen: Do you know of anybody who is breaking the law right now?

Mr. Roy: It is typical of your approach to this particular situation.

Now to turn to another area, Mr. Chairman, by the way, where's the 1972 annual report from the Ministry of Health? Where is that report? Every other ministry has its report out. Where's yours? When can we expect to get that?

Mr. Singer: After a few weeks.

Mr. Ruston: It is going to the printers tomorrow.

Mr. Roy: Shouldn't we have that before the estimates?

Hon. Mr. Potter: It is at the printers now.

Mr. Roy: At the printers? Okay.

Interjections by hon. members.

Mr. Roy: There is the frustration of proceeding in this. By the way, when are you going to bring in a health disciplines Act? Again in the Legislature some time ago you mentioned that fact. You will recall, in relation to the opticians, my raising questions with you about a conflict of interest. At that time, back on May 22, 1972, you stated: "At the present time, we are preparing a health disciplines bill. We will be introducing the bill for first and second reading within the next two weeks, I expect."

That was another commitment given by the minister on May 22. Do you see what I mean? You have made statements in the House continually and you have made commitments, which you have not followed up. You have not made it easy on yourself, because you are a pretty personable guy and you are a very likable fellow. But there is only so much we can take when you keep making statements like this. We don't take any particular satisfaction in taking a shot at you, because you know you are really a nice guy.

Hon. Mr. Potter: You really don't?

Mr. Roy: No, I don't. I won't take any particular pleasure later on asking for your resignation, just as my leader has a certain amount of apprehension about doing that, because you are a pretty nice guy. But the fact remains that you are not doing your job. You are not following up your commitments.

You will recall this question of the opticians. I raised a question in the House about the opticians. As you know the opticians are governed by what is called the Ophthalmic Dispensers Act. Under the Ophthalmic Dispensers Act there is a five-man board and, on this board, the five individuals all had a relationship, directly or indirectly, with one company—Imperial Optical. You know that Imperial Optical controls that whole field—probably 80 per cent of the market, not only in this province but right across Canada.

I felt there was an obvious conflict. Whether or not you had any evidence that they were in fact helping their own people out, it is an obvious conflict when you get a board where the five members are related to one company. And these people were named by your government; you are the people who named these people to the board. Surely the public can ask the question, "Whom do these people serve? Do they serve Imperial Optical or do they serve the opticians of the province?"

I recall when I raised this with you, you said something to the effect "I'll give you an answer some other time." Then in the House another time you said, "I gave you an answer in private." You were just a bit confused about that, because you did not give me an answer in private. You gave it openly and you said there was no conflict because the course is actually being given at Ryerson.

That course has only existed for one year, and I suggest to you many of the instructors and people there are again people related with Imperial. But the fact still remains that you have that board which has disciplinary powers against all its members and when you consider the weight of that one large corporation—

I want to suggest another thing to you. These people are very much aware of some of the proposed legislation and not only that affecting opticians, optometrists, ophthalmologists. They are looking at this whole situation because they control 80 per cent of the outlets; they control the labs. So they are looking at your proposed legislation. They have always had a fairly close relationship with the ophthalmologists, but they are getting close

now to the optometrists. Apparently in some of the proposed legislation, the optometrists will not be dispensing out goods now; they will just be making the examination. That is the story I hear. Maybe you could clear it up. And, of course, Imperial has come along and is putting outlets very close to the opticians.

Of course, the responsibility is not all yours. The federal government should have looked at this situation under the Combines Investigation Act. But I am suggesting that possibly their enthusiasm and initiative in prosecution under that Act—or at least investigating the situation—has left something to be desired.

But when your own ministry has that type of situation, surely that is intolerable, when you have the whole five people on the board related to one company.

In your opening statement you talked about psychiatric facilities across the province. I think you'll agree if there was one area of the province which seriously required help in this field, it was Ottawa, eastern Ontario.

An hon. member: Right here.

Mr. Roy: Sometimes, yes. In fact we have suggested this a couple of times. But the fact remains, in eastern Ontario you have allowed the situation to exist for too long—where psychiatric service has been sorely lacking. According to the most recent Ontario Ministry of Health standards, there should be 0.42 acute psychiatric treatment beds per 1,000 of population. I think that is still the figure your ministry is using. Thus in eastern Ontario the public health region should have 294 beds for acute care for adults.

In actual fact there are a total of 214 beds located at Cornwall General—and that is some distance from Ottawa—Ottawa General, Ottawa Civic and the Royal Ottawa Hospital. Thus at this time in that region they are short 80 beds or 27 per cent of the number recommended by the Ontario Department of Health as the minimum standard for acute care beds.

Apparently some time in April, 1971, it was announced that something like a 30-bed unit, with comprehensive service, would be provided at the Montfort Hospital in Ottawa. Not until February, 1972, was the authority given to proceed with planning and preparation of the budget. That is not working out at all. Montfort Hospital is still crying that things have not worked out.

I just want to stop at this point and ask the minister, you are familiar with a letter sent to your department, dated Oct. 9, 1973,

from the assistant director general of that hospital, who states:

"With the tremendous amount of information that has been going and coming from the ministry and ourselves concerning the psychiatric unit, the hospital feels compelled to take a position as to future needs.

As of October, the date of this letter, nothing was being done at Montfort. I would like to emphasize to the minister that these people are giving a service. They are trying to hire people but when they are not getting any encouragement from the ministry although it was proposed that Montfort was one of the hospitals which was looked at to alleviate the shortage in eastern Ontario, it gets to be very discouraging. There is another special reason for Montfort, because Montfort Hospital, as you know, operates pretty well exclusively in French. It serves not only that part of Ottawa but all eastern Ontario—Prescott, Russell and those areas. That is really the only hospital for those who can speak only in French. You have the Ottawa General but it is bilingual. French-speaking patients generally go to Montfort. I suggest to you that you should be looking at that situation because there is no place in eastern Ontario for one who has that type of problem and speaks only French. That is why the unit in Montfort Hospital is so important.

If we look at some of these statistics for eastern Ontario, using your figures, eastern Ontario has a population of about 661,000; mid-eastern you have 548,000; central 2,900,000; midwestern 1,300,000, and southwestern 939,000. If you look at the number of beds and the ratio per thousand for each area of this province, you find in eastern Ontario that the ratio is 0.22; midwestern Ontario 3.8; central Ontario 1.4; midwestern 1.9; and southwestern 3.1.

How can we tolerate a situation like this in eastern Ontario?

The situation continues in relation to programmes for children with mental and emotional disorders. Today, as in 1967, we only have 18 acute treatment beds at the Royal Ottawa Hospital available for mentally ill children in the entire seven-county region. This despite an increase in population.

I know you are going to say "We are expecting to build a children's centre," but as I understand it that hospital would not be finished before 1975. You have allowed an acute shortage in eastern Ontario.

It should be noted that more than 1,000 beds currently exist in Ontario for mentally

ill children. An additional 216 beds are expected to be operational within the next 12 to 24 months. On a population basis, at least one-tenth of these should be in the Ottawa region. Based on the provincial planning standards there should be 0.2 beds per 1,000 or 140 children's beds in the eastern Ontario region. We have 18.

How come a situation like this has been allowed to exist in eastern Ontario? These people have sent brief after brief and have cried to your department and have not really received any satisfaction. I could go on quoting you statistics. You have mentioned all psychiatric care and it is not adequate that there will be some shortage alleviated when we have the new children's hospital in Ottawa which they have worked very hard to get. The fact still remains that that situation was allowed to exist for so long.

There is another interesting aspect of your programme and maybe the minister could answer this question. We are supposed to be the richest province in Canada and yet looking at some of the other provinces I find that as far as health care is concerned—or OHIP premiums—the citizens here are paying a pretty fair shot. Quebec has no premiums; Nova Scotia has no premiums; New Brunswick, no premiums; PEI, Newfoundland, no premiums.

It used to be that citizens of this province would look at either poor Manitoba or mixed-up Quebec and would say, "We are better off." Yet Manitoba has just dropped its premiums and Saskatchewan will be dropping its premiums on Jan. 1, 1974. How is it that in this province, where we consider we are the richest—we are supposed to have better facilities; the citizens are supposed to be better off—we have this situation existing?

I suggest to you that it does not augur well for any new programmes if we continue spending the money, or continue to have the type of problems, and continue wasting money, and when you don't bring in any constraint package.

You talk about saving in the area of hospitals. But the fact is that in your estimates here, health insurance is going to amount to \$599 million. Surely there should be—there was no mention whatsoever in your statement today about what steps are going to be taken to keep the ceiling on this. How are we going to have any form of control? It's small wonder that we are paying premiums here and in other provinces.

I wonder, for instance, you know, one of the abuses apparently has been that some of

the doctors have been charging for visits when, in fact, it's questionable whether these took place. Why don't we have a card? We suggested this to Bert Lawrence some time ago, back in 1971, when he was Minister of Health, that every citizen of this province should have some sort of a card.

I think they have that programme in the Province of Quebec. Then at least you would be getting some form of receipt, or the patient would know, would have a receipt to show when he made a visit. This way there is just no back-checking going on. That's the type of statement I would have expected to emanate from the ministry.

And so, Mr. Chairman, we are left with a number of question marks. We ask where is the constraint package? Where is the Mustard report? That's another matter, has it got its report ready? This was a commission set up by yourself. Where is that report?

Of course, I have asked before, where is your annual report for the Ministry of Health? When are we going to see the Health Disciplines Act? That's an important piece of legislation affecting many professions. When are you going to prosecute the doctors? What about the denturists? What are you going to do about them?

And, in closing, Mr. Chairman, the only other question I can ask is: "When are you going to resign?" We have asked for this a number of times.

Hon. Mr. Potter: Not tomorrow.

Mr. Bounsell: Tonight.

Mr. Roy: And I'll be compelled, Mr. Chairman—not tonight? I'll make it easier for you, Mr. Chairman. We, on this side, will be moving an amendment to one of the estimates here to reduce the minister's salary, which is at \$15,000, to \$1. We'll leave your parliamentary assistants that.

Hon. Mr. Potter: Don't be so generous.

Mr. Roy: We'll reduce it to \$1. And so, in closing Mr. Chairman, may I say that we on this side, as much as we feel that Dick is not a bad guy, you have just not been doing the job, Doc. And you are, in fact—you know from the guy who is rattling his sword, the only expression I can use here is: "You're a toothless tiger." That is what you are.

Hon. Mr. Potter: Don't you believe it.

Mr. Chairman: Next spokesman please for the New Democratic Party.

Mr. J. Dukszta (Parkdale): Mr. Chairman, underlying the minister's fairly-lengthy statement were a number of very serious directional statements, the implications of which I shall try to deal with later on.

His preconceived notions of what health is all about, what the ministry is all about, are very important, even if we assume that as the minister he doesn't have that much to say about how the policy is formed in the ministry.

Admittedly, the plans are very important. Yet, a major decision about a change in delivery system, when it's going to take place, is always a political decision, and it is the minister who is responsible for it along with the cabinet.

When you examine what you have said in the last couple of weeks, I find it essential to bring some of your statements forward merely to point out some of the discrepancies, if you like, between what you say and what you do.

On Oct. 24, 1973, and I just quote from your very last statement, you made a speech to the Kitchener-Waterloo Academy of Medicine, following an outbreak of misbehaviour, if you like, of physicians in that area.

You approached the physicians with great trepidation and with kid gloves. And you stated a couple of things which, let me just quote, so you can explain to my satisfaction why you said them.

On page 5 of your speech, you said:

I believe we must be alert to the need of reminding people that they have a basic responsibility for their own health. They must be helped to acquire a better understanding of the importance of nutrition, regular exercise, and a safe living environment in maintaining their physical well-being.

That's a fine general statement on your part. The immediate question which arises in my mind is: "Exactly what are you doing?" I will try to look at your behaviour and at the minister's statements in turn, to show that in fact there's a discrepancy between what you say and what you do. Later on in this speech, you deal with what has been preoccupying a number of us, and that is why are the present costs of health care rising and why are they so excessive, and you give a number of explanations. You say there are three distinct possibilities, and first you suggest that unfounded or excessive claims are being made on OHIP. You don't deny that this happens, but you say that this is not an important

reason for the rise in costs. I tend to agree with you. That's probably a smaller part. There are many more major reasons why the costs are rising.

We come to the second possibility and you state that people are making thoughtless use of medical services for trivial complaints or imagined aches simply because the services are free. I am quoting you still:

Well, as we all know, that is not so much a possibility as a certainty. Restaurants that offer peppermints after a meal know that handfuls will be pocketed by diners who never buy candy mints for themselves on other days, and appliance dealers who offer free Saturday home service resign themselves to the knowledge that more than half the calls they make won't really be necessary.

Hon. Mr. Potter: That's an analogy.

Mr. Dukszta: It is incredible that you actually believe in this sort of approach that people—

Hon. Mr. Potter: Were you ever in private practice? Were you ever in private medical practice in this province? Because if you were you would know that's a fact, since the advent of—

Mr. Dukszta: Mr. Potter, that is really rather irrelevant, I am afraid. I have been in practice since I don't know when. Do you want me to tell you in detail what kind of a practice I have had?

Hon. Mr. Potter: No, I am just suggesting that if you had, you probably would know that was true.

Mr. Dukszta: We are talking now of moral attitudes, of what you think of the people who need medical services, and your attitude is that because it is free people abuse it. Have you ever thought for a single moment that this is exactly opposite, because they need it they have to go and you have provided the services? You react by asking have I ever practiced.

Hon. Mr. Potter: What I am saying is, you are questioning whether that's true or not and I am saying that in practice you would know that was true.

Mr. Dukszta: I know it is completely untrue. You, yourself, haven't done many investigations, but there has been a number of investigations done in other places. I will give you an example. You will probably think of

it immediately. It is the only one I can think of right now.

Immediately after Medicaid was introduced in the United States, there was a rush to the hospitals. The beds were filled with elderly people who were then being helped financially for the first time. It is quite true, the beds were being filled and people said, "My God, all those people are abusing the services."

The major point about this is that they were not abusing the services. They waited because they couldn't afford it until it was paid for, so they could go to hospital, and in the States they have done studies over and over on this to show that this in fact is what happened. It is not the basic human nature to abuse it. They do not abuse it. They merely seek the services when they need them. I shall talk about it more.

Your third statement is that people who are assured of prepaid treatment for sickness feel they can afford to ignore elementary health precautions. Now the medical care here is not free, we pay for it through our noses. You are linking this again with the fact that we are ignoring our health.

May I point out that how we pay for our services has nothing to do with the fact that we are ignorant at the moment of how to take care of our health. There have been years of development in which we have been brought up to make sure that someone else takes care of our health. It is built in in our educational system. It is built in in the way the physicians have behaved for so long. It is built in in the whole system, and you have not yourself brought about any changes which will make sure that we develop some kind of a knowledge of health so that we can take care of it ourselves.

Now, I will deal with what you have said and what you have done, and I do not believe it is adequate enough.

Now you suggest in the same statement that:

The growing self-neglect is the root of the problem and that the danger of this tendency is that it is causing us to concentrate more than should be necessary on treatment of sickness.

Now on and off you make a number of statements in which you state without much further ado that you believe in the community health approach; you believe that we should not be oriented toward sickness but toward prevention; that you accept that there are social aspects to treating human problems. You state this.

I listened at first when you originally made those statements. It sounded interesting. But from the beginning you had been making those noises. They are like raisins sprinkled in your statements, which do not fit at all into what you actually do. Surely, that is the only way we can judge you. You have had a chance to show that you really mean those statements. I sometimes think that your speeches are obviously written by someone else. When I look at them—

***Mr. Roy:** You are just like Don Quixote—

Mr. Dukszta: I can perceive which parts are yours. Most of them are tendentious and prejudicial. When you come out with statements that the people create their own problems, that they should pull themselves up by the boot straps and that it is none of the physician's or minister's business — this is where you are probably shown at your worst as to what you really think about human nature and what you should do.

When you gave us your Lalonde report, I do believe that you made one major directional statement, but it was nearly hidden in all the drafts that you have given us. Now you have talked about the active beds in contrast to the chronic beds; the usage of home care and extended care as the treatment for active problems or chronic problems. You have talked about psychiatric services. You have talked specifically and in great detail on the children's services. And you have talked on laboratories and ambulances. You gave an extended and quite unnecessary lecture on public health, which occupied most of the time of this committee. You went into great detail on a few rare, although interesting diseases, like galactosemia and phenylketonuria. I am sure this confounded everyone by the tremendous isoteric knowledge you were able to exhibit. Since you are a physician, I know that you do know this. I believe it was quite unnecessary for you to go into those little details.

What you had done, when I was looking at it afterwards—you know, to use a psychiatric analogy on it — was to display the mechanism of displacement. You produced a number of the very attractive things you have done and you grossly ignored the basic faults and the basic discrepancies and the basic mismanagement of your ministry. I think this is what we must talk about in more detail.

I am not particularly excited by you listing a series of minor programmes, however important they are. They are important to discuss—and I think we should discuss them later on—but they cannot substitute for a

general statement of policy which you have not really made.

You have implied, and the one which you implied is one which I believe is most important. This is your rejection of Dr. Hastings, or the Hastings report. You have said that Dr. Hastings himself has modified his report. Well, he has modified it and he has amplified it, but the basic trend of the report has not been changed.

You have stated that you do not buy his concept that the organization of health care delivery should be in terms of centres—you buy it in terms of services. If I may tell you, what you are saying is that you believe that the present status quo is what we should maintain; improve it as much as possible, patch it up, but not change it.

Dr. Hastings is suggesting that the situation in the health field is so drastic at the moment, though you may not be aware of it, that we must look for a completely different approach to organization of health care—although you don't like the phrase; you've told me off once before about it—it needs a certain conceptual rethinking. I am almost prepared to study this for you, since you reacted last time as if you didn't understand what I was saying. We need essential conceptual rethinking of what the system is about, how health care should be organized and which moves, if we are at all objective and scientific, take us in the direction the Hastings report has suggested.

It is really not very political nowadays to suggest that we should adopt the Hastings report or that we should commit ourselves to building community health centres. It has become both fashionable, if you like, but also a correct way of looking at what is wrong and how to deal with the basic faults of the health care delivery system. It has been adopted or is beginning to be adopted now in Canada by a number of jurisdictions, rather politically eclectic, veering from the Liberals to the NDP governments in the west of Canada. Incidentally, it has also been spoken of a number of times, as you know, by your own federal party which is why I find it so difficult to understand why you yourself have rejected it and your remarks have been very slight. You have managed to spend only about two or three minutes rejecting it, but it's a very significant rejection, nevertheless, of the whole approach toward the health care.

Before one can look at why we need to adopt the community health centres approach or the preventive or public health approach to medicine we should probably

look at some details and think what is wrong with the system. If you will forgive me, I will go over it in some detail although we have done this once before mainly because I still hope that we can establish some kind of a dialogue between a critic and the minister so that you don't reject what I've been saying as something completely sucked out of the thumb, as they say in eastern Europe —something which is not feasible.

I want to tell you that this is not particularly my point of view. It's been adopted by the NDP, it's true. It is something which I believe very strongly in and it's now supported by almost every major jurisdiction in this system. What I'm saying is, don't just listen; don't look at me and don't consider that it is me who is saying it. I'm merely representing a point of view which is now, probably, unorthodox, maybe you, being a maverick, don't like the new technological orthodoxy. But you cannot deny as the minister, as someone who is in charge of our health here, the existing problems. You mentioned some of them but you tended to concentrate on your "spectacular" achievement of being the minister.

Let me just organize the difficulties or the problems in the health care system maybe into four areas. That will simplify it for us to look at it and to look at each area separately and then to look at the possible solutions to these problems. This will be a general statement with some support from the facts which I have gathered plus, I think, we can go over this in much more detail when the particular items in the estimates will be discussed.

The four major problems in the health care system I think I will organize into the problem of availability; the problem of quality of service; the problem of focus on illness rather than on health; and fourth, the problem of escalating costs.

We will now talk of the problem of availability. The present system is generally designed to treat illness on a five-day week, 9-to-5 basis. I did not believe this for a long time because I have assumed, like many other people, that in fact physicians work 70 hours a week; that the hospitals are open all the time and that we have 24-hour coverage for all our problems. That is patent nonsense and your own ministry has produced figures, which I had through Dr. Kinloch, which show that most physicians—and this is the only way we can judge—work five days a week and work during the day. He has shown this; he cannot really show fully whether or not they work at night because some of them do; but

he did show that a significant number of physicians never do work over a weekend.

He showed this by checking when the billing was done. It is a fairly sophisticated computer programme and it showed that the billing was done for services rendered during the week, and particularly not on the weekends. So that particular myth has to be exploded.

So what happens? So you find that the physician—who is the keystone, according to you, of our treatment—is someone who works during the day and sometimes at night but very seldom on weekends.

When you look at it, you also have to realize that when we talk of the people having a family doctor, this is simply not true. Probably no more than 40 per cent of families now have a family doctor. The majority of people do not. Who has a family doctor and who hasn't is very much a class-oriented condition.

If you look at the people who are very poor, they tend not to have a family doctor even if they are the ordinary poor. I can give you an immediate personal example of it by telling you that when I worked in the Queen St. mental health centre we used to always check how the patient was referred to the hospital—whether or not the patient had a family doctor. I would say that over 90 per cent of people there had no family doctor. So the family doctor is not available and when he is available, he tends to be available very much on the assembly line.

I am going over this in some detail because it is important. You must deal with the problem of the disappearing family doctor. I will have some suggestions on how I think we can deal with it.

If you have no family doctor, who do you go to? You go then to an emergency room of the general hospital or you ask friends or you go to the outpatient departments of hospitals. It is a very significant barometer of the malaise in our system that the emergency room in all our hospitals are overcrowded. I am not sure of the figures—the ministry maybe could provide me later on with them if they have them—of how many people who go to emergency rooms in the big metropolitan hospitals over the weekend are actual emergencies. I would like to know how many are only seeking some kind of help, which they cannot obtain because they don't have a family doctor. It really is no use saying "Why the hell don't they call a doctor?" because there is no one to call.

I think you have said this over and over again: Call! There is the College of Physicians, the Academy of Medicine, and there are people on the waiting list—there are doctors who will do this thing. That is all patent nonsense. It is simply not available.

It is no use, again, to define all the people who go to the emergency rooms in general hospitals as being lazy, or iatrogenic, or indulgent. They go there not because they are simply wasting someone's time, but because they have nowhere else to go when something bothers them. I believe if someone has a bellyache, even if you think it is psychological or whatever it is, he still should have someone to turn to so that he can be examined. If it is going to be the emergency room at the moment, well it has to be the emergency room. Again it is a very significant thing how badly our system works that the hospital has to do this over and over again.

Outside the urban centres, the situation is even worse. You have said in your preliminary remarks how many nurse practitioners you are sending up north—what you are doing about providing incentives for doctors to attract them to the north—but this is not really working at all. Outside the urban centres the availability of health care is even worse than it is in the urban centres. If you are middle class and you live in an urban centre, you can tap the resources, or plug yourself into the health system without much difficulty because it is available to you. But it is not available to most people and that is what is significantly wrong. It is no use us being preoccupied with what is available to some, when it is simply not available to so many people.

The second major fault in the system is the problem of quality of service. Our health care system is based on an assumption that illness can be diagnosed as being physically caused and therefore treated by a physician in a physical manner. That's one of the assumptions that we operate by in all our systems. I think this approach has been denoted as a medical model, and I think we need not particularly discuss this; it is hardly the place for it. But it is a model which operates now and directs all of our systems.

Health problems are more complex than this and they are more complex than the faults of the body system. As you know—I'm not talking to another physician—a pain in the stomach may not necessarily be a cancer but may be a direct result of a difficult minister who is not listening to the critic. This new approach—

Mr. Taylor: That's not a pain in the stomach.

Mrs. Campbell: Don't you start diagnosing. We'll be here all night.

Mr. Dukszta: You give me pain somewhere else, but that's another matter.

I think we have to look at a new approach that takes into account that human problems are more than just physical. You can either call them people centres, public health centres, social or otherwise; it makes no difference.

But the way we organize our health care, the way medicine is practised now, it focuses always in terms of diseases, individual specific defects and individual remedies. An overburdened doctor running a 10-minute patient clinic on the in-out principle cannot begin to help us to deal with the social and psychological aspects of our problems.

At the moment, though, it is rather interesting that the family physician has moved towards being half physician and half counsellor. Half of him is a medically trained technician and his other half is what is described as a family doctor, which means being a counsellor of sorts.

Dr. Bette Stephenson, who obviously is a great supporter of yours, goes as far as saying that in her own practice the psychological and social problems of her patients probably now approach 75 per cent of all cases, not even 50 per cent.

So we have this very expensive technician, a physician, who is dealing with both social and emotional problems that he has not been trained to deal with. He has been trained to be a medical technician.

This would be fine if we accepted this, since the physicians can learn over a period of time how to deal with social and psychological problems, although they are not actually taught this during their study period. But the unfortunate thing is that by leaving this in their hands, the physicians, controlling the system as they do, do not allow anyone else to move in and provide his essential service.

Anyway the doctors are much too overburdened by this and they don't like doing it any longer. It's burdensome and it is boring, so they do not do it. They move towards working in hospitals, working in specialties, studying further, etc. That is another reason why we have a constant drain of physicians from the system and a constant lack of this type of services for the majority of people.

The professional organization which controls the physicians, or the physicians controlling it, as expressed in their professional organization, make sure by their professional law and by pressure on the government that no other profession, no other trained individual in any health discipline, will be allowed to provide any type of a service which the physicians define as falling within their realm. So we are stuck here with a very narrowing field in terms of professional staff, controlled by the very small segment of the health field and which superimposes its will on all other people. Consequently we would never be able to utilize fully all the other health professionals unless we accept that some kind of agonizing reappraisal, some kind of change in professional relationship, must occur between the disciplines.

You said you are going to introduce a health disciplines Act but from what I remember of the original statement, which was some time ago, the original proposals which I hope you will change, this Act moves us more towards professionalization in a way. It doesn't move us towards freeing the health field so that we can provide, from the available disciplines, some additional manpower that would allow us to multiply the services now provided only by physicians.

There is a third major fault in the way our health system is organized and it's one on which you have made some statements. They were never followed up, but you made some statements on our preoccupation with sickness. I would be much happier if, when you make a statement on sickness, you follow through with an attempt to introduce legislation to move us away from this preoccupation.

The whole of medicine is organized now on a passive model. Illness is treated when illness occurs. Hospitals wait for diseases, doctors wait for ill patients, patients passively accept what doctors tell them. Little stress has been put on preventing diseases or systematically and actively seeking out incipient illness in the community. You talked about the annual checkup and you expressed some reservations on whether it's of value or not. I'm not going to question you on it, because I have some doubts myself as to whether this is a good way of doing it. But in the end—incidentally, the entire field of preventive medicine is, at the moment, subject to a number of questions.

The point is that we do know there are certain things we can do. You have mentioned phenylketonuria and galactosemia and maybe they're good examples, on a very

simple level, of how we can deal in preventive aspects. They are good examples only if you accept them in the context of a medical model. You have not mentioned, and I'm not sure you understand, how we can approach preventing the social, emotional, and even minor physical problems which occur generally.

You have been preoccupied with esoterica which maybe is of some significance and interest to physicians, but it does not affect the majority of people.

Little effort has been made to initiate health courses as a part of the normal school curriculum. Physicians are traditionally trained in hospitals and tend to see the hospital as a place for treatment. They see this as a place to treat all problems. They do not perceive that we should shift from the present emphasis on acute hospital in-patient care to other forms of ambulatory health care.

Here I know that you would probably answer by saying that you have moved significantly towards home care and extended care, and that you have moved towards cutting down on active beds in hospitals. You have mentioned that you have cut down as many as 1,600 beds from the original complement. That is fine if you genuinely provided alternatives to the problems in the community.

So far I have mentioned one major problem: Even when you feel sick you've really no place to go except to an emergency room. So by reducing the number of beds without providing the alternatives, all you manage to do is merrily block some people from being treated. As much as I'm committed to the community-based approach—and I do accept, and in the long run it has to happen, that we must cut down on active beds—you cannot cut down on active beds without providing a whole plethora of alternative community-based services.

You say that you spent \$10 million on home care. As a pilot project, what you have done is fine. In your Extendicare, you have done no more than it was essential to have done some time ago. You have not moved at all, or insignificantly, in making available services for diagnosis, treatment and prevention, or rehabilitation in the community. You have merely cut down beds.

The last major fault in the system is what we are so often preoccupied with here in the House, the escalating health costs. This has been a concern both of the provincial and the federal government.

You said today that the costs are now escalating at the rate of six per cent a year. You have, I think, achieved this—and it would probably be very difficult to show this unless one conducts a major study—by cutting down the number of the active beds which have been used to treat people who actually are not actively ill because there is no other way for them to be treated, you have significantly probably diminished the health care by doing it. So you have arrived at the magical figure of six per cent, which seems to be acceptable to other people, but with some I suspect, detriment to the general level of health care.

This part is probably not as important, and I'm not sure whether this is the right place to talk about the new developing thrust in your government, which accepts that we must cut down on all the social services as much as possible so that the money will be available to go toward more splendidorous undertakings, more dramatic and more glamorous. It's a very wrong approach, something which will lead us into even more problems than we have right now. But it is not something that you can obviously be fully responsible for yourself, it is the government's policy at the moment. Your very defence of it amazes me, that you would be able to wave the flag of success at the fact that you have cut down the escalating costs, you have cut down the beds, and now you are within the happy, all-encompassing figure of six per cent and you can sit down on your laurels.

I cannot get over the fact that you are not prepared to discuss what this means in terms of availability of care in the community, or that you are not even prepared to discuss the fact that maybe we need to spend more. It is not a question of spending less. We should be looking very seriously at what we are spending money on in the general health care delivery system, and say, "Are we spending the money on the right aspects of health care?"

You have mentioned that by cutting down hospital beds we have cut down on costs. I am not sure how you managed to cut down the costs, but I know that the hospital costs have been escalating much higher than six per cent, and that this is something that you will not be able fully to solve by simply cutting the beds.

You have not dealt with escalating costs of what you pay physicians. That is the one subject that you entirely avoid, the physicians and the enormous amount of money that they charge. Surely as a parliament we have to ask ourselves whether one profession

deserves to be paid so much money for something which at the moment is a real question, whether they can deliver, or have been delivering for some time?

I will quote you what Dr. Hastings, whom you have rather denigrated, says about the costs. He has stated that in the last three years the rate of increase was running well above 10 per cent average. In 1971, he indicated the rate of increase in spending was about 12.5 per cent; that's in the hospital only.

You are saying now that you have magically reduced this. I would like to see this in much more detail. It doesn't show in this thing. "The rate of increase in the expenditure on acute hospital care has been about 14 per cent and shows no sign of slowing." That is a report which came out only recently; it is not an old and stale report. What he is saying still is valid.

There are probably three major reasons for this continuous increase in costs. (1) I think there is wasteful duplication of many hospital facilities like the competing cardiac surgery empires in Toronto. You are nodding your head in agreement—I assume it is in agreement or you may have been noticing that I am talking. I am not sure which, but if you are nodding in agreement—

Hon. Mr. Potter: You should know that we have been moving in this area. We are getting the hospitals to cut out duplication of services all over the province.

Mr. Dukszta: I think later on when you are answering—

Hon. Mr. Potter: Obviously, you should know about that. The newspapers have been talking about it, the public have been talking about it.

Mr. Dukszta: Since I have raised a number of points and your group is working on the answers you can provide me with the answers later on, on exactly what you have done to make sure.

Hon. Mr. Potter: I have got the answers. I don't need anybody to work on them for me, thanks.

Mr. Laughren: You are not sure of that.

Hon. Mr. Potter: I have got the answers. We have been doing this all along.

Mr. Dukszta: Good.

Mrs. Campbell: Mr. Chairman, I wonder if we could permit the speakers to be un-

interrupted, as the minister was, so we can get on with these estimates.

Hon. Mr. Potter: Mr. Chairman, the hon. member is the last one in this room to complain about interruptions, with the interruptions we get from her in the Legislature.

Mr. Singer: Shame.

Interjections by hon. members.

Mr. Chairman: Order, please. Mr. Dukszta please.

Mr. Roy: You should be—

Mr. Chairman: Mr. Roy, we are glad to have you back but shush.

Mr. Dukszta: Are we finishing at 6 o'clock or are we going on non-stop?

Mr. Chairman: We will be closing at 6 o'clock and resuming after the question period tomorrow.

Mr. Dukszta: After the question period tomorrow. May I suggest, since I have merely begun, that I will restart tomorrow?

Mr. Chairman: Yes.

Mr. Dukszta: On the one condition that I do start tomorrow.

Mr. Roy: Mr. Chairman, there was one matter that I mentioned in my remarks. I want to move a motion to cut the estimates by \$14,999.

Mr. Dukszta: I am still speaking. Unless the chairman says that—

Mr. Chairman: Mr. Dukszta, there is no question in my opinion that we should adjourn and when we resume tomorrow after the question period you will have the floor.

Mr. Dukszta: Thank you.

Mr. Chairman: There may be a new chairman by tomorrow.

The committee adjourned at 6 o'clock, p.m.

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Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Health

Chairman: Mr. S. B. Handleman

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Thursday, November 15, 1973

Afternoon Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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(Daily index of proceedings appears at back of this issue.)

LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 15, 1973

The committee met at 3:25 o'clock, p.m.

ESTIMATES, MINISTRY OF HEALTH *(continued)*

Mr. Chairman: The meeting will come to order, please.

Before the committee came to order, Mrs. Campbell asked a question of procedure concerning the examination of these estimates in view of the shortage of time. It is my understanding, since I wasn't here yesterday I am advised of this by the clerk, that in fact the opening statement by the minister dealt with item 1 under vote 2701. I would suggest that if we can dispose of that item 1—not now, but when it is disposed of—we can, in fact, deal with the estimates of the ministry as a whole from that point on.

I would like to caution members of the committee, however, that as you all know this is a very complex ministry and it may be necessary for the minister to call on members of staff from time to time. If the questions are not in some semblance of an orderly fashion, you may have members of staff jumping up and down to assist the minister. I am suggesting that for the sake of order we try as much as possible to keep the questions orderly.

I am not suggesting that we are going to deal with them item by item, but in fact the opening of the estimate examination yesterday was on item 1 of vote 2701, the minister's office. We know that the main office covers the whole role of the philosophy and operation of the ministry and we are on that one item now.

I am suggesting to the committee that once we dispose of that item, whenever it may be, we can cover the whole ambit of the ministry until time runs out.

Is that acceptable to the committee?

Mrs. M. Campbell (St. George): Mr. Chairman, may I just for clarification ask this question: If that is the case and if it is determined that the minister addressed himself to the one vote and the one item, I take it that any-

one asking questions on his statement would be able to question him on anything he said?

Mr. Chairman: In the statement.

Mrs. Campbell: Thank you. That's satisfactory.

Mr. Chairman: Mr. Dukszta, you had the floor—

Mr. J. E. Bullbrook (Sarnia): One other point of order, if I may. As much as I admire and wish to listen to the hon. member for Wellington-Dufferin (Mr. Root), do I understand you correctly that he is going to make an opening statement?

Mr. Chairman: He is going to comment on the minister's opening statement.

Mr. Bullbrook: It is a recognized tradition that government members don't make opening statements. That is why we have cabinet ministers, right?

Mr. Chairman: I wasn't suggesting that, but what we have followed is the principle of alternation between parties rather than having a number of people get on the list, first-come first-served type of thing. Mr. Dukszta.

Mr. J. Dukszta (Parkdale): Yesterday I spoke more generally about the state of health care in Ontario and tried to point out some of the conceptual defects of the system under your direction, Mr. Minister.

Today I would like to go over in detail some of the more glaring deficiencies.

The Ontario health system is hospital-oriented. I don't think you should talk to me of promotion and protection of health, when under vote 2702 you have decreased by 8.6 per cent the amount of money spent in this area. It is, also, a second annual decrease. In 1971-1972, the estimated amount of money was \$96,348,900 but the actual spending was just over \$89 million. In 1972 to 1973 you spent just over \$87 million, and 1973 to 1974 you are spending just under \$80 million. That is a very significant decrease in that area, and that's probably where your saving is coming from, not in the areas which we were discussing.

Now an actual reduction of health prevention expenses will neglect even further health education, health promotion and the prevention of illness. In spite of your denials, the present system is hospital-based, doctor-centred and active-treatment oriented, which are the main reasons for the escalating cost over the past decade and the inequities and the deficiencies of the present system.

The second point I'd like to talk on is what the government is doing about health education. The taxpayers of the Province of Ontario support some of the most expensive universities in the world. Not only does this education system not seem to be able to increase its physician output significantly, considering the vast sum it has consumed over the past decade, starting with Hanly and Le Rideau, but the curriculum of the medical schools place hardly any emphasis on health education and health promotion. Even more startling, the school of hygiene of the University of Toronto, where prevention of illness and health education are taught, had its very existence threatened in the past year.

So far we are not training physicians for the role they should be playing in our society in the years ahead. I know you've mentioned the experiments at McMaster, but they are a very small part of what has been going on in the province and it has not been typical of the other universities.

What is the government doing about health education and prevention of illness? You make claims which I think must be refuted in some detail.

Treatment and rehabilitation expenditures are increased in the estimates, but the figure is unbalanced when it is broken down and the treatment and rehabilitation are looked at separately. The system is still biased in favour of hospitals.

Vigorous and even heroic investigation and treatment of patients is not always carried out with the welfare of the patient and the cost to the public foremost in mind. This investigation and treatment can go on far too long and the government has no way of checking it. It depends entirely on the physician ordering the treatment; the patient can merely switch from one place to another if necessary.

Today in Ontario a patient can have hundreds, even thousands of dollars of the public purse spent on investigation in hospital, and the next day walk into a private clinic across the road and have the same investigations repeated all over again.

The wonders of modern surgery and Medicare can do a great deal for people; sometimes too much. There must be a moment when treatment ceases and rehabilitation services bring the benefit of treatment which has been given to full fruition. We have no evidence at the moment that the government plans to expand to any meaningful degree the rehabilitation programme or bring any kind of modification to the present state of affairs.

Do you really think you are doing enough in the home area—on the home care treatment programme, sheltered workshops or extension of rehabilitation services for different groups?

My fourth point, since I'm dealing in some detail with major deficiencies in the system, is what I call a rampant professionalism which characterized your whole approach to the health professions.

I think your treatment of denturists is a good example of how far you are prepared to go to protect the vested interest of the dental profession; and equally so of the medical profession. I think you have brought all the faults of the general family practitioner to your job. I think you see the whole field of health care from the point of view of a family doctor. Maybe a family doctor should never be a Minister of Health. Oh, I exclude the specialist, of course, from that point.

There is in your ministry a general misuse of all health workers. I will give you specific examples:

There is a general trend of restriction; of closed-shop, limited scope for the professions, and under-utilization of the professions. I am extremely unhappy with one remark you made in your opening statement, which shows a certain isolationist and restrictive approach which you are either contemplating or are about to take with respect of the importation of other professions, specifically physicians, to this province from outside Ontario or even outside Canada.

As you know extremely well, we will depend very strongly for the basic care in the hospitals on foreign-trained graduates, and that any further restriction may produce a major problem in staffing of the hospitals. Anyway, it shows a very peculiar action on your part that you are prepared to cut off the importation of physicians without actually making a major step to produce physicians, or a physician substitute, in our own training schemes.

One of the points on which I think recently there may have been a little better approach is the approach toward nurses who have been trained outside this province and outside

Canada. There has been, I think, an attempt to discriminate against nurses trained in Europe, curiously even against the ones trained in Great Britain. This is a question which I think you need to consider very seriously, whether there is active discrimination against nurses coming from Great Britain. I believe there is. Some of the training they receive does not fit completely into the schemata of what is required from a nurse in Ontario, but nevertheless their training can be equivalent, and sometimes it is a training which is more extensive.

To give you an example, a nurse trained in midwifery in England is infinitely better trained to deal with a number of primary care aspects of health care in obstetrics and gynaecology than any nurse we train here, largely because of the practice they have had. We have not been able, because of our restrictive professional law, to deal at all with this matter; and it is obvious that if we want to extend the availability of this type of service we must open up and allow people who are well trained to do this type of a job here, which now is restricted and vested entirely in the medical profession.

I wanted to spend a few minutes on the proposed Health Disciplines Act. I have no idea what you propose, and it is something on which, in your response to me you should, if possible, specify what you do intend. From what I have read—I said this yesterday—from what I have read so far, you are restricting further the professional prerogatives of the health disciplines which are not medical, while you continue to emphasize the prerogatives of the medical profession. Though the Act itself is perceived as something which will clear up or clean up the house in terms of professional relationships, you are making a major step backward by emphasizing professionalism in the future Act, and we will end up, unless you have changed your mind in the last year, with even more rigidified structure in terms of this relationship between the professions. This, I think, has been picked up by the College of Physicians, which in its annual report for 1972 accepts the fact that they will assume a greater responsibility once the new Ontario Health Disciplines Act comes into force.

I do know that here I am acting only on my suppositions and the only thing I have to base them on is what you have already presented, so this will be a major question which I hope you will try to answer in terms of what exactly you propose to do about it, because I am concerned at this rigidification.

Obviously, when we are talking about the medical profession having some of its powers diminished or shared, or other people being involved in decision-making by the physicians, there is a great outcry from the profession, and all of us have received a number of letters saying that this should not be this way because the physician carries this tremendous responsibility over life and death and should in fact be supported in his endeavours. That is wrong and you must resist the reaction of the profession toward keeping its status as it is at the moment.

I think the physicians must now realize that what they do is of common interest, is of common weal, and that the other people must participate fully in the decision-making, not only in respect of hospitals but even going as far as those with respect to health care. The day of the professional as a supreme arbiter is surely dead by now, and we must realize there must be some new fluidity introduced into it.

People have used the concept of deprofessionalization in respect to the medical profession; maybe one should take the bull by the horns and admit that some deprofessionalization is now an essential step to take in trying to control the rampant powers of the medical profession.

The only example I was going to give—in fact, I would just mention it—I had a letter and a statement, which exemplify the rather recherché attitude of the medical profession, from Prof. Charles Dyson, who is the professor of ophthalmology at the University of Western Ontario. He suggests that we mustn't only not include more paramedical professionals in the decision-making, but we must make sure that everything is under control of the physician. He is a professor and it is characteristic of the whole approach of the departments of medicine in a number of our major universities.

Unfortunately, while you are rather supportive of physicians as you have been all along, in spite of patting them on and off and saying "naughty, naughty" to them, you have not exhibited any awareness or consideration of the other health workers in the field, who are the hospital workers. I think that is one of your greatest areas of failure—your almost total inability to understand that the hospital workers are an active and essential part of any health care system. While you have cared and loved and cossetted the physician, you have disregarded callously other hospital workers.

I think the hospital workers are the most unappreciated, unrecognized, and underpaid group in our society. In our society, treatment in hospitals and in nursing homes is seen as being largely provided by the physicians. You exemplify this yourself because you can never see anything as a treatment except what a physician provides.

In your opinion, and I think in the opinion of this government, it is the physicians who seem to articulate what is good health care and what is not. It is the physicians who dominate the health care delivery system, who settle the priorities and order other health workers as to what to do. It is the physicians who receive the status, renown and credit—and above all, they get paid rather well by your government.

Of course, because of their control over the system, they can virtually write their own meal ticket any time they want to, with the tacit and indeed impotent approval of the Conservative government of Ontario.

Of course, the reality of what goes on in the hospital wards, nursing homes, and other long-term institutions, or at the bedside of the patient, is quite different. The physician is important, naturally, but the other people are equally, if not often more important. Since I will be talking later about the change of active treatment toward a chronic type of problem which we have to deal with, the other people have a more and more important role to play. They have already enormous roles to play—the attendants, the nursing aides, even the maintenance people in the hospitals—but they will have even larger roles to play.

It is recognized a number of times in the hospitals, especially in community hospitals, and in a number of nursing homes, that they are the people who take major decisions, but when a nurse takes a major decision in terms of what kind of treatment to give in a small community hospital, she does it with the knowledge and consciousness that she is breaking the law, and yet she has to do it because there is nothing else available and there is no use saying that the physicians can be available because they are not available. The nurse quite often will take this type of decision.

I could give you some cases where it has happened, but she does, knowingly, she does break the law. That can be modified if you are prepared to look at the whole question of professional law from the point of view of modifying the role of the physician and augmenting the role of the nurse.

I will later give you some figures as to how little in fact we pay our hospital workers, even in comparison with other provinces. I think they are probably the least well paid group in our society. Recently there have been a number of problems in the province, including at least one walkout in one of the hospitals. The problems which the Queensway Hospital have been having are only symptomatic of the major problems going on in all the hospitals. The dissatisfaction of the hospital workers is enormous. Though in a strict sense this is a problem of the Ministry of Labour, nevertheless it occurs in the hospitals and you, as the Minister of Health, have a responsibility for them as much as the others.

The latest information I have about the stage of negotiations between the CUPE workers and the Toronto General Hospital, is that the hospital has offered a nine per cent increase. This sounds quite overwhelming until you realize that it comes to 27 cents per hour; we are moving from a sub-minimal to a minimum approach. Unofficially, Queensway has offered an eight per cent or 24 cents an hour increase.

Even to be made equivalent to what the municipal workers get in comparable jobs we would require at least \$1.20 an hour. And, Mr. Minister, it is your responsibility, at least partially, to do this. There is more to health than just the physicians. You and the Minister of Labour (Mr. Guindon) must make some kind of a step to pay the hospital workers more than they are being paid now.

Since I am listing a series of what I consider the defects, I'll switch now to another tack. If you look from the point of view of regarding social welfare medical services as an entity, there is an immense fragmentation of social and medical services in this province which increases the cost. Social and medical aspects of an individual's problems are linked indissolubly together.

Yet in our system an individual who has a social problem—where he or she needs money—or a medical problem—some kind of a physiological problem—they have to go to a number of agencies, repeatedly, which wastes their time. It's inefficient and extremely costly for our own system. I wondered whether this should not be considered by—this is obviously not your decision but the decision of the government and of the cabinet—the Ministry of Health and Community and Social Services. They share such a common area of interest, responsibility and services, they should either be joined together as one ministry, or at least in terms of services.

I will have more to say later. I will strongly urge you that one way of doing this without actually joining the ministries is to join the services at the level of community health and social services centres.

In your government's report on ministry organization structure, which was a task force on community and social services, there is a nice phrase, if I could find the page, about the difficulties that the Ministry of Community and Social Services had in its own functioning. This can be applied as the difficulties which occur in the whole social services field, which involves partially education but definitely involves social and community services and health services.

I quote from page 5 of the task force on community and social services, June 1973, the report on ministry organizational structure:

In our view the current organizational arrangements are not suited to the effective performance of the new policy role. In the ministry at present, policy analysis and development rests primarily on the shoulders of programme managers, the branch directors and their staff. Three problems arise in this regard. First, since the mandate of its directors is no broader than the programmes of the branch, there is nowhere an appropriate responsibility centre for the consideration of matters that, though of vital importance regarding the ministry goal, fall outside the specific programmes of the ministry.

Similarly there's no focus for the information gathering function and no unit that could appropriately be given such a mandate.

Second, the current organization inhibits the co-ordination of policy development. Because the work is done by people whose terms of reference are perceived to be confined to the mandate of a single branch, integration of different concerns and perceptions that have a bearing on policy is discouraged. The result is that policy initiatives have characteristically been of an incremental, piecemeal, isolated nature.

That applies very strongly if you look at the two ministries concurrently, and that surely is a much more important reason for the cost and the expenses that your ministry at the moment has to take care of than a number of other reasons. Some kind of rational approach toward combining obviously similar territories and cutting off in this way the number of wasteful and inessential services would be a good way of doing it.

Point No. 6 I spoke on yesterday and I won't speak again on it really. There has been a change in our approach to medicine, to health, from what's described colloquially as the "medical model" toward community medicine. The major change that has occurred in health care is a redefinition of the terms health, illness and care toward the direction of including the social and emotional parameters with the state of well-being.

The psychological and emotional dimension has been acknowledged for some time. Theoretically, it is the social dimension, the recognition that an individual can neither be perceived, helped nor treated without the social context, that is the most significant step toward understanding the behaviour and the problem of a human being. Additionally there has occurred in the health field something which maybe we did not predict some time ago, which is partially related to this redefinition of our approach from the medical model to a social or community model. That's the increase in a group of people with their special problems—that is, the gradual increase of the elderly population in this province. This is typical and has been characteristic of a number of other industrial societies and we will have to deal in detail with it.

May I return for a minute—since yesterday I spoke very generally, I would like to tell you maybe more specifically how much people all over the world at the moment are moving toward a new redefinition; how much they are taking active steps toward implementation of this; not only in Quebec, or the present proposals in BC, but in Great Britain and a number of other places.

I have with me a fairly interesting report from a major school in London, England; it deals with the future of our health care. That is a paper on the reorganization project of the department of community medicine, Guy's Hospital Medical School, just to show you how differently other schools can approach it. It is not that the school itself had to initiate this, because in fact the medical schools hardly ever really initiate this type of thing. This has been initiated by a direct thrust of the government toward integrating social and medical services in Great Britain which started during the Labour government and is now continued, which is so interesting, by the present Conservative government. Surely that adds an amount of intellectual respectability for you, at least, if not ideological respectability. I will read you one part of it which I think is of interest; it is on page 11.

We need to adapt and to reap the benefits of the new discovery. It is probably widely understood that health care has to be in a state of constant change for it to reap the benefits of new discoveries and the development of new techniques. New knowledge, new technology and new skills mean change if they are to be used.

I am reading this as an interesting example of how much we have to keep on changing. For example, in the period since World War II, the revolution that has taken place in the treatment of tuberculosis has had dramatic effects not only in terms of reducing the deaths from this disease, but also in terms of the changes in the services for tubercular patients.

Changes in the cause of illness and discovery of causes call for changes in preventive and curative measures. For instance, there is the reduction in air pollution from coal which has been achieved by Great Britain and its clean air Act, which directed attention to the continuing causes of bronchitis and other respiratory diseases. I am pointing this out because we have not made this type of effort here in this province.

I thought your own reactions—I hope you have done something else in the privacy of your office—to the present case of lead poisoning left a lot to be desired in your involvement in the general health of the population. We have left the business to the Minister of the Environment (Mr. Auld), which is truly his, but it does not absolve you from responsibility.

The other major problem I talked about and which has surfaced recently is the problem of aging population. Now, I will only quote a couple of sources instead of going through the literature, which would bore everyone here—although it may interest the officials of the ministry who are going to check on me.

But I am quoting from an interesting article by William Glazier in the *Scientific American*, April, 1973. It is called "The Task of Medicine." He is talking of American medicine but its characteristics, I think, can be applied to our own problems here. It says in the subhead:

American medicine is traditionally geared to respond to acute illness. Now that chronic illness plays a much larger role, it will be necessary to intervene more actively in its causes.

His first paragraph states, and again I think it applies very much to our own situation here in Ontario:

The medical system of the US is able to meet with high efficiency the kind of medical problem that was dominant until about 40 years ago, namely, infectious diseases. It also deals effectively with episodes of acute illness and with accidents that call for advanced, hospital-based biomedical knowledge and technology.

The system is much less effective in delivering the kind of care that is more often needed today: primary—first contact—care and the kind of care needed at a time when chronic illnesses predominate. They are the degenerative diseases associated with aging and the diseases that can be characterized as man-made because they are associated with such things as smoking and environmental contaminants. For these diseases, medicine has few measures and not much comfort.

He states, further on, since I am skipping parts:

The medical system encounters several different types of problems in dealing with the chronically ill. In the first place, it is essentially a passive system, that is, it does not go into operation until a patient takes the initiative by visiting a physician or a clinic. [And, of course, if there is no physician to visit, that compounds the problem.] Often by the time a patient with a chronic illness takes this step it is late in the progress of the disease.

For many of the chronic diseases much of the treatment is directed to symptoms rather than being curative. The regime of treatment is also likely to be protracted and costly.

Another type of problem is that the system is geared to the one-to-one episodic relationship, in which the patient sees a physician, receives treatment and pays a fee. The system is unwieldy and inefficient when, as is often the case with chronic disease, the patient requires care by several physicians with different specialties, by other professional people such as nurses, therapists and social workers, and by different institutions.

Finally the system is in a better position to take care of the patient who is so incapacitated that he has to be in a hospital bed than the patient who is ill but more or less able to go about his normal business—and such patients constitute about 80 per cent of the total.

Now the reason I am reading this is that I think this provides a sound basis for integrating the social and medical services: First,

that we must deliver them where the patient is; and second, that we must go after the patients and not just wait for them to come.

One other reference to that subject is a paper delivered by Prof. Anderson, who is professor and director of the centre for health administration studies at the University of Chicago. The paper is called, "The Social and Economic Aspects of Health Services for the Older Person: An International Perspective." It was delivered at the 18th International Hospital Congress of the International Hospital Federation, Montreal, Quebec, on June 19, 1973. He states:

All industrialized countries now have 10 per cent or more of their population composed of people 65 years of age or over... [It is an enormous figure.] Studies in the United States, Canada, Great Britain, Denmark and Sweden indicate that from eight to 13 per cent of people 65 years of age and over are admitted to hospital during a year. This is quite a range... The lowest admission rate was in Great Britain with a free health service [and its rather extensive community support for a number of these problems]...

A very recent study in the United States revealed that although those 65 years of age comprised only 10 per cent of the population, they accounted for 27 per cent of all expenditures for health services from all sources. With particular respect to hospital care, again although the aged comprised only 10 per cent of the population, they accounted for 36 per cent of expenditures for hospital services.

You have mentioned that you are spending a lot of money on extended care. Later I would like to go over the points to show you that this is the most inadequate amount of money that can be spent on what is now a growing problem.

We have now discussed in some detail the faults and defects of the system. Maybe we should summarize how we could approach it in trying to solve it. Last year in November the New Democratic Party passed a series of resolutions at its annual convention dealing with health care, and some of the things I have talked about come directly from those resolutions, some of them come from other sources.

We accepted that there are four fundamental principles underlying any change in the health care: 1. We must accept that the focus has to be on health and not illness; 2. That man's biological, emotional and social needs are inseparable; 3. That all members of

society have a stake in the health system—the people likely to be affected by health decisions have a right to participate in the making of these decisions; and 4. Health is a right not a privilege, and consequently the health care system must be organized in such a manner that quality health care is available equally to all.

The basic way, the only way maybe, that this can be implemented on a primary level, on an immediate level, without dealing necessarily with more specialized treatment in hospital, is that we must build community health and social services centres. The centre would deal with both health and social services. It would be staffed by the professional health and social services staff, but operating as a team.

It is crucial to recognize that the team approach which is at the core of the community health and social services centre concept, not only in our party but with a number of authorities I have brought forth for you to think about, demands a common vocabulary and a common experience on the part of the various health professionals in order for the team approach to function at its maximum efficiency. This requires that the educational curriculum should be changed to provide a common experience, and concurrently the legal relationships of professionals to each other should be changed legislatively to match closer the reality of a peer relationship among the workers in the centre.

It is implicit in this concept of a changing professional relationship that a physician is a member of the team like anybody else. The additional decentralization and democratizing feature of the proposals, or this approach, is that the community health and social services centre should have an elected community board.

I am not saying those things are easy to accomplish or introduce. The introduction of community centres has to be done on a pilot basis, but it must be done in quantity, in what Dr. Hastings describes as a critical mass, so that the community centre would not be seen as a poor man's medicine.

Abolishing the fee for service as a way of paying the medical profession can be done gradually, but it must be done. The family doctor who is in private practice now should continue, but all effort should be made to ensure that new medical graduates should work in a community centre or in hospital.

I think, however many precautions we take, it is implicit that if we move to what is reconceptualization of the system some

conflict with the medical profession will occur. I think there is a movement right now which fortunately exists both among the medical students in the universities, and among new graduates which suggests that the medical profession may be more prepared to accept this approach than is evident in official statements from the academy of medicine or its union which still are stuck in the 19th century approach.

We should emphasize those things and act with those people. I say to the minister that if you were concerned and if you decided to move towards implementing community health centres all over the province, you would have the support of almost all other health professionals, who numerically are much larger than the medical profession. Like myself, you have been receiving briefs from the various professional organizations which urge the government and everyone else to do exactly that.

The present doctor-oriented system, which is very dependent, inward-looking and archaic, has to be changed. This means that we have also to educate society to realize and act in a way that acknowledges an individual's possession of his own health and a community responsibility for its maintenance.

The key approach, the key point, the focus of all the change is still the community health and social services centre. Whether we call them community health centres or by a more extended term or any other term makes no difference. That is the key concept in changing the approach. The key to any method of delivering health care is the unit which actually has first contact with the people served. In the health system proposed, this unit should be a local thing based on a local health and social services centre and based on a specific geographical area.

Why do we need local centres? At the present time, the existing health and social services are non-systems. They are designed largely to make it difficult for people to get help when they need it, whether it involves health problems or marital and family difficulties. There is such a number of agencies, institutes, hospitals and doctors, presenting a confusing mass of overlapping clientele and duplication of services.

You on a number of occasions have said that we have community health centres in Ontario. You have once, if I am correct, stated that we have something like 200 of them, if I remember correctly? Maybe you were guessing offhandedly when you said it. We haven't; we have very, very few. I think

it is of some interest to go over the concept and to mention to the people who claim to be operating community health centres; to point out to them that the concept as it should be applied has not really been applied anywhere and that what they are talking about are large group practices.

Over and over again we talk of a group practice as if it was a community health centre. It has no conceptual, intellectual or ideological connection at all with community centres! Incidentally this is a better way of doing it than in an individual practice, but just because a bunch of physicians get together and have one setting, bill separately, have separate patients, occasionally help each other with their night duties, share a couple of secretaries and occasionally a lab doesn't mean that you have a community centre.

Some people have said that the hospitals in this city have moved dramatically towards implementation of their community responsibility, and quite often it is stated that the family practice units in a number of hospitals are what is now considered an ideal community centre approach.

Again, to talk of one particular unit, the family practice unit of Toronto Western Hospital, we have to look at how far it is discharging its responsibility to the community. Is it actually community-oriented, or is it only a PR job of getting a group of people together to show that the hospital is doing something while actually there has been no change at all?

The Western Hospital has also opened a satellite clinic, which they call the Springhurst Community Health Centre. Though clinics of this type do a reasonable job within the context of the hospital-oriented system, nevertheless under no circumstances are they real community centres. They are modified group practices. The only one which I know that acts like a community centre, at least in some of its principles, is the one associated with McMaster; it has moved towards being community-oriented and using all the staff, including the nurses, on a primary care level.

I would like to illustrate why it is essential to have a centre by telling you what has been going on in one particular area of Toronto that is covered by the northern parts of Parkdale and Dovercourt ridings. There a group of people, including people in the community who have been involved in providing some of the services like the senior citizen services at St. Mark's Church, Lacton, and the elected officials, including myself, Charles Caccia, and Ald. Goldrick, got together in an attempt to form, on a voluntary basis, a community

health and social services centre that would deal with the problems of the area.

At the moment we are only at the talking stage, because the difficulties you face in trying to accomplish something like this, especially when you do it on a voluntary basis, are enormous. But I will simply tell you why we think it is essential for this area.

Northwest Toronto is not an area rich with social and health services in comparison with other areas of the city, such as downtown Toronto. Some services are non-existent—now, this is an analysis by the group I was telling you about; we went around to check on the number of physicians available and the number of social services available.

Some services are simply non-existent. Others are already inadequate and unable to satisfy the needs of the area. Daycare centres have long waiting lists. Many are inconvenient to reach because they are situated outside the community. For example, the hospitals serving the area—Toronto Western, Northwestern, Wellesley, St. Michael's, St. Joseph's—are some distance away, especially for the old and disabled who must attend frequent clinics or therapy sessions.

How we became aware of this is that the Senior Citizens' Service, which is based at 21 Blackthorn and originated as a LIP project, has spent so much of its time and money merely transporting some of its older clients to appointments at clinics of those far outlying medical trapries because these people aren't cared for at home or at the church, where they could at least make their way partially.

The other aspect of northwest Toronto is that it is a largely ethnic area, so it needs a special type of service. There is a large ethnic population made up of Italians, Portuguese, West Indians and other nationalities. Often, these new Canadians are unfamiliar with Canadian customs and practices. Cutting through red tape at government and other bureaucracies may become, for them, frustrating, incomprehensible or finally a hopeless procedure. Sometimes, through a failure of communication, immigrants and also home-grown Torontonians don't realize their rights or the existence of helpful agencies and services.

The most important characteristic of that area is the fairly high proportion of senior citizens—almost one-third—with their own special problems and needs. Lack of mobility and recreational facilities, health and financial problems are endemic to this segment of our population in all areas. These problems are magnified by the large number of older

people in the area and special facilities are required for their care and comfort.

The problems of the senior citizens in the area exemplify the need for an outreach programme that existing services don't have the time or personnel to employ on a significant scale. Citizens with a wide variety of problems, ranging from physical disability to emotional problems, may be best treated by a community worker who can visit them in their own homes.

That is only possible if the visitor to a home, whether it's a nurse or anyone else, is enabled both legislatively and by practice to be able to deal with this. The public health nurses from the area have been involved in discussion on it, and I can state on the best authority that it is impossible for the present existing services to provide any more than they are already providing. We are talking now of the whole area of need which the existing services cannot provide unless we both train more people and change the system to provide this type of service.

One of the things that particular group did was, there is a number of diabetics who as we know don't need that extensive medical involvement in their treatment but need it occasionally. So the group at 21 Blackthorn organized a diabetic club, which is a self-help approach. That is probably as preventive as one can imagine. It's still, again, voluntary, which means an enormous effort for people to keep going. They meet once a week, occasionally they have a speaker, and they have attempted to get sugar-free food on a discount basis—a number of things like this, all voluntary. It is obvious that an essential authority like the ministry should be able to do this on a larger scale and not just depend on a voluntary effort.

We return now to the major point, that all these types of services which I have listed to you over and over again—both the problems and the types of services which are needed to solve the problems—cannot be provided by existing systems. That is something which is missed out by the hospitals, the general practitioners and agencies, because there is no way of dealing with it. It's something new, which is growing, it needs to be dealt with and the only way we can deal with it—and I urge you again—is by building or establishing community health and social services centres.

Now, by building I'm not saying that we need to have enormous capital expenditure on it. That may be the first thing that would enter your mind, that it would be very expensive. We can use the existing localities,

like that church; it has been willing to be a home for the diabetic club and it has been willing to be a home for other services. So it wouldn't be that expensive.

I've been working out how much money would be needed to start this system and, at first, there is no question there would be some extra expenditure. However, in the long run we would probably find that it will not only be cheaper—not that we should be entirely concerned with cost when it comes to the health of the people—but we will also find that it will be infinitely better in terms of services provided.

Now, a community centre is a facility which should provide comprehensive ambulatory health and social services care to the individuals in a specified geographical area. It has to be done by a team of professionals and volunteer staff and linked with either health or social services institutions providing more specialized services, such as hospitals.

Comprehensive health care can be defined as care which includes four essential elements: health education, preventive care, diagnosis and treatment, and functional rehabilitation and recovery. Recognition of the social element as a component of a total health picture necessitates inclusion of family, social and welfare benefits as an essential part of the services offered at the community centre.

The services provided should include actual health care; diagnostic and treatment, both medical and dental; special family schools; mental, dental and industrial health programmes; health education; counselling; day care; homemakers; visiting nurses; supervision of home care; even legal aid, and social and welfare services. Additionally, the services centre should provide basic radiological laboratory and pharmaceutical services.

This depends on how large a place it is going to be, of course. The catchment area may be as small as 5,000 people or it may be extended to 30,000 people. Dr. Hastings I think suggests for urban centres that it should be up to 40,000, so I am not sure that this is not too large a figure to adopt as a basic catchment area for a single centre.

The large-scale retraining, rehabilitation and employment problems have to be dealt with outside the centre and in a more specialized setting. The individuals who need hospitalization would naturally have to be transferred to a hospital since the community centre should have no beds. The many functions of the family physician, the outpatient

department of both medical and mental hospitals, and the welfare services now provided by special centres would naturally move into the centre in an effort to provide health and social services in a comprehensive fashion. That would be a major change because on that basic level you would need to integrate the lowest level of the two ministries, which is the welfare and the Health ministries.

The community centre should be organized on a team basis. The team would include nurses, social workers, welfare workers, lawyers, counsellors, physicians, laboratory technicians, volunteers and other staff, depending upon the size or extent of the services provided by the centre. The physician would be a member of the team providing the most technical expertise but would not be necessarily the primary care worker.

It is estimated that the bulk of the problem that would need to be dealt with by the centre would involve social and emotional problems. I am acting here on the evidence presented by a family practice and the evidence presented by a type of clientele which goes to social agencies, and I think we can assume probably quite safely that the majority of problems that people would bring to the centre would be of a social and emotional nature with an admixture of medical and chronic illness.

Consequently, I think when we look at this we should recognize that the other-than-medical staff would have a predominance in the centre, possibly with a nurse practitioner as the primary care worker. That is obviously open to question and it may be difficult to introduce such a drastic change that the basic primary care would be provided by a nurse practitioner, but it is one way of solving the problem if we recognize that a well-trained nurse practitioner with three years of augmented training, plus a year of internship, could do most of the primary care which the family physician provides at the moment.

I think the team should be organized around the needs of the patient and in some cases indeed the leader of the team will be a physician, in other cases it may be a counsellor. The multi-disciplinary team would work together in a critical review to provide adequate quality control.

In terms of control of the centre, the money obviously comes from the ministry, but the actual spending on priorities should be decided by the centre. But it is not enough to have this type of decision made at the centre by the staff. I think the people who use the place, whose place it is—the patients, the clients, the users, the community—should have

a direct say in what goes on in it, and the only way to do it is for them to elect representatives to the board.

One of the additional things that a health centre of this sort would have to do would be to provide the setting for a continuous education of the centre staff, a major vehicle for training of the health and social service professionals, especially physicians, and also for the co-ordination of the various health education programmes for the community and the schools.

One of the major things we would have to face, when it comes to such a reorganization, is that we do need a constant feedback of the information from the users and the people who are the patients of the centre. How would one provide for such a feedback?

It is very easy for the professional, especially in the health professions who have had a long right of self-government and who have controlled the information available to themselves, to distract the questioning patient by saying, "I know what I'm doing. That's what you should do." That's the remnants of our 19th Century attitude in our medical system, which is wrong and very inefficient.

We should at the moment move to some kind of a mechanism in which the community can be directly involved in the running of the community centre. We should extend this even to running proper community boards—not the type of boards we have at the moment. It is not effective at the moment for us to move towards this type of control—though we must do it with all deliberate speed—unless we are also prepared to extend knowledge about medicine and health to other people.

Again where your ministry could come in is through major educational programmes. You have in fact cut the money down by eight per cent, as you have been doing for the last three years. Obviously you are not doing it very extensively at the moment. But it would mean that you have to teach people to know something about their health.

Whatever way we define prevention, that is preventative—you teach the people.

I know you are smiling, and you say: "This is exactly what I've been saying about Lalonde." That is not what you've been saying. You've been saying it on the one hand and you've been doing nothing about it. Am I to believe what you say or what you do? The only way I can do it is to look at what you do—and I realize that you speak with a forked tongue.

Mr. V. M. Singer (Downsview): Ahh, that's it.

Mr. Dukszta: An additional thing in terms of a control mechanism. Since you are the government, you have to look seriously at the Ontario Medical Act and see what kind of changes can be introduced. The Ontario Medical Act allows four functions to the College of Physicians and Surgeons of Ontario. They set the minimum requirement for pre-medical and medical education in the province. Two, they license doctors to practise medicine in the province and they can prosecute the unlicensed. And three, they control the ethical behaviour of practitioners and conduct disciplinary proceedings.

Grove in "Medicine in Ontario," aptly states that:

The College of Physicians and Surgeons of Ontario is an ever-present though background influence on the professional life of the doctor, for it is the College that gives and the College that can take away his licence to practise—that is, his livelihood. While we consider the self-governing aspect of the health professions, we might approach the topic using the following headings: (1) Controlling entry and right to practice; (2) Discipline and the control of professional conduct; and (3) Protecting the patient.

The public presently has little, if any, say in any of the above cases regarding who gets into medical school or who gets to practise medicine, which acts are considered unethical or what the standards of care should be.

If you are going to give me the example of Betty Kennedy, let me just say that I know what you are going to say about that.

The question now becomes: To what degree should the right of the health profession to self-govern itself be modified? Should the right to control the last three aspects be entirely in the hands of the profession or should there be intensive and effective public representation on the various bodies currently in existence? To what degree and to whom should the health profession be accountable?

It is obvious to me that we must now take major steps with all deliberate speed to include community representation on all the major professional bodies. One of the things which you have done—as I suppose, house-cleaning of sorts, although I really do suspect sometimes whether you are very sincere in doing it—is to set up the Ontario Hospital Appeal Board.

It has only been set up a short time so maybe we cannot be fully critical, but I cannot but bring out certain points which show how ineffective the board has been. It is not even a palliative. It is merely a front which has been created and no changes have occurred in the actual rigid discrimination that can go on in the medical profession.

The Ontario Hospital Appeal Board has been in operation since the fall of 1972. Since then, four cases have been heard; two judgements delivered and two judgements are still reserved, one of which was completed over six months ago. That is the case of Dr. J. Sheriton. As yet, not one patient improperly denied access to the hospital bed because of his desire to retain the services of the doctor of his own choice, has obtained that bed.

I was actually bringing this for a very specific reason because I am concerned by the composition of the board and the incestuous relationship that exists between the board and the key power-brokers of the hospital boards and hospital system. I think despite the very high hopes the appeal board is not working, though I think originally there was a general editorial suspicion of impartiality of the board, four of which members are directly involved with existing hospitals.

The example I was going to give you is Mr. Charles Black who, in addition to being board chairman, was the past-president of the Ontario Hospital Association when it actively opposed the formation of the appeal board with power to override the local hospital board. Now, despite suspicion and hoping the integrity of the board demanded that it would be given an opportunity to function, that hope, I think, cannot be realistically maintained any longer.

I cannot detail my suspicions of the other members of the board, but I can give you what Mr. Charles Black has said in his address to his old buddies at the Ontario Hospital Association meeting in Toronto on Oct. 30. I believe he betrayed his major role in it. Mr. Black himself states: "The hospital board should in some sense act in a judicial capacity." Yet I think he betrays the judicial role. How much more should the appeal tribunal, of which Mr. Black is a member, so act? Mr. Black has stated that he does not believe that any doctor, even if fully qualified and competent, has a right to an appointment to the staff of any hospital.

Now, I think a member of the appeal board which is supposed to deal with this

should not come into the thing with such prejudice. He states that this proposition is clearly established in law and quotes the Henderson against Johnston case. I think he is very wrong in his interpretation of that case, by the way.

Mr. Black in his speech states:

It is most difficult to suggest criteria for optimum numbers of medical staff for any given hospital. There are no statistics or research available at present to assist the board in determining this matter. Hopefully, the province with the information available to it through health statistics may be able to direct some meaningful research along those lines and produce some useful answers. Until this happens, the objective and impartial judgement of a medical advisory committee and the hospital board is the only method available.

Is he really saying here that he cannot do anything about this so he is not going to allow the board to function fully? You will have to make this decision yourself, but I have strong suspicions that he is prejudiced against any possible functioning of the board and in protection of the physicians who appeal to it.

One of the reports which urges you to move toward accepting community health centres, and which I just received—a copy of it is addressed to you—is a statement from the Ontario Association of Professional Social Workers. I just want to say that is one of the many groups that has been urging the ministry to move toward the community centres.

Maybe just a couple more items. One of the things that we did pass in our convention, which is something which can only be looked at speculatively, is, if you are going to accept that we need a team approach in the centre, we probably need to look at it from the point of view of what kind of education should the team members get. One way of looking at this, one way of solving this problem and of providing a common vocabulary, a common set of experiences to the health workers who act as a team, would be to give them a common educational experience. It doesn't necessarily mean that you spend six years together, but it is advisable and it is quite thinkable now to think in terms of having medical students and nurses and maybe even social workers who will move toward working in the social and health centre, spend a year or even two years together in a common educational curriculum.

This, I think, does a number of things. One, it stops the natural elitism which de-

velops in the medical profession. I think if you are exposed to other professions you develop a somewhat less elevated opinion of yourself as an individual. Also, it produces the contrary for the professionals who work with the physician; it produces in them a reaction that he is just as personable as anyone else after all, and we can then operate more and more on a peer basis.

I am again not speaking of something which hasn't been done. A very small pilot project on this has been attempted at McMaster—not in a full sense for a year or two years in which you attend classes, but they at least assume that the nurses and the physicians and even social workers should come together in some of the lectures.

We obviously cannot avoid thinking of the money question and here I would like to make a pitch that you should consider. I have made this pitch before, and obviously more and more people are making the same pitch to you, that the fee-for-service approach is one of the core difficulties which exists in a relationship between the various professions. The one profession in the health field, with the exception maybe of the optometrists, that operates entirely or almost entirely on the fee-for-service system is the medical profession. Nurses and social workers and others, unless they are very specifically in private practice, usually operate on salary.

The fee-for-service system, as we have recognized over and over again, tends to promote wastefulness and expense, and differentiates the physician too strongly from the rest of the health team, and in one way or another we have to solve this problem. One way of doing it is to have everyone paid the same way. If the medical profession is not prepared to give up or will fight till death for the fee-for-service system, maybe we should pay everyone a fee for service. That would soon enough point out how ridiculous the whole approach is.

The other part of financing the health system is that if we have a premium to pay for it, it still prejudices against a certain group of people. It was always supposed that we can provide for the welfare people and others in terms of premiums—they don't have to pay them—but it still prejudices against a large group of people. It is a regressive type of taxation, so that it costs them more than it should. Any rational health care system should be paid for entirely from the general taxation system. You are nodding—do I detect that you are agreeing that you are going to implement—

Hon. R. T. Potter (Minister of Health): I am listening.

Mr. Dukszta: Oh, you are listening. Sorry; you were just recognizing that I am talking. Good. I wasn't sure; for a moment I thought I saw—I'm glad somebody is listening.

Mr. R. F. Ruston (Essex-Kent): You see, somebody was listening.

Mr. Dukszta: As a matter of fact I have come to my summary, which will be a great relief. In summary, I want to list briefly the major areas of your ministry and assess your competence.

I think the estimates continue the non-thrust of the Conservative Party approach to health care. It's really a maintenance of the status quo. There is a gross and very important reduction in areas of preventive medicine—a decrease of 8.6 per cent since last year in promotion of the protection of health. This is a most significant step and denies entirely what you say officially—because you really do something else.

At the same time there appears to be a marked trend—and I'm not sure why you are doing it—to increase bureaucratization of the ministry. The allotment for ministry administration increased fully 24.5 per cent over last year, something I will ask you more questions about later on when we go item by item.

In the promotion of protection of health—one which concerns me most of all—this 8.6 per cent decrease is very significant. When one also considers the dramatic rise in the cost of living and inflation in the recent years, one realizes that the real decrease is even greater. The government has clearly shown that it has no commitment at all to preventive medicine at this moment—or whether it will ever show it.

Now as to health promotion and public education services, while there has been an increase of one-quarter of a million dollars, this total sum of three-quarters of a million is a drop in the bucket for a ministry with a total budget of over \$2 billion. It is simply ridiculous for you to claim, as you did on Oct. 24, 1973, to the Kitchener-Waterloo Academy of Medicine that sickness treatment should be regarded only as the last resort, since you will not put your money where your mouth is.

Moreover, this particular segment of the estimates reveals how shallow your following statement is in the same speech:

The ministry is developing a programme to inform citizens of the meaning of good health. Information and education of this

kind will play a very important role in the development of our health programmes in the immediate future.

Absolute nonsense! Under health protection and disease prevention services, the most important point here is that grants to community health centres have stayed the same as last year. They are not even able to keep pace with inflation.

Grants for the health resources development plan are to be decreased from \$46 million to approximately \$33.5 million. It's over 25 per cent of your budget.

I don't fully understand your figures here. Does this decrease fall under the capital component of the plan—health sciences centres, teaching hospitals, development of facilities for education and training of health manpower—or under the non-capital component?

If you are moving towards cutting the non-capital component, which includes programmes to promote needs related to the distribution of health services, then this is very significant omission on your part. And I know now how you are saving money. It's by cutting the most preventive, most forward, most innovative programmes in your ministry.

So all the grants for the most innovative proposals in the organization of the delivery of health services will go overboard. I sincerely hope that the non-capital part of the plan will not suffer from this substantial budget reduction.

Now the biggest part is involved with physicians' salaries, in which there is an increase of \$82 million over last year. It is interesting to compare physicians' salaries with the income of other independent professionals; the source is the Pickering report released in April, 1973.

For physicians and surgeons the 1973 taxable income was \$39,112. That's taxable income, not what they have to pay the nurse or other people from. That's what goes into their pockets here. Lawyers and notaries get over \$32,000; dentists over \$25,000; consulting engineers and architects over \$22,000; and accountants also over \$22,000. The increase from 1961 to 1970, in percentage terms, has been 8.8 per cent for physicians; 6.8 per cent for lawyers and notaries; 7.6 per cent for dentists; 5.8 per cent for consulting engineers and architects; and 7.3 per cent for accountants. Again, the physicians have moved much further ahead.

Numerous committees have been appointed in recent years to examine the question of physicians' salaries and the fee for service

method of payment, but you have taken no action on it whatsoever.

In the allotment for the general hospital and related activities—in the section for the operation of hospitals—it is given as over \$1 billion which is almost exactly half the ministry's budget. That, by the way, is given without any breakdown; almost none at all. That, I think, we need to discuss in more detail.

I want to return to one of the biggest failings, since this is a summary of yours, which is clearly the wages of hospital workers. BC is not as wealthy as Ontario; BC wages and Ontario wages compare as follows, and I think you should know this: In Ontario, an orderly gets between \$3.22 and \$3.69 per hours; in BC, the same person doing the same job gets \$3.96 to \$4.84. That continues; the same comparison can be used for nurses' aides which is \$3 to \$3.28 in Ontario; in BC it's \$3.04 to \$3.31. A cleaner gets from \$3 to \$3.47 in Ontario; in BC the same cleaner would get \$3.89 to \$4.17. A maid in Ontario would get \$2.66 to \$2.93; and the same person in BC would get from \$2.86 to \$3.06. That's considerable difference. This comes from the CUPE research department's figures for September, 1973.

Under the Hospital Labour Disputes Arbitration Act, hospital workers cannot strike. This pitiful situation of hospital workers in Ontario contrasts starkly with the generous incomes of physicians.

You have taken a pride in extended care and rehabilitation services. I charge you that you have produced a number of figures and you have talked generously of what you have done. I suggest the proposed increase over last year, which was 20 per cent would be directed, I hope, towards improvement of chronic care services. You have done a most inadequate job in it. Your whole approach to having privately run homes is wrong because it tends to benefit the profiteers who have moved into the field. You have provided a public subsidy toward the private sector and not done this yourself and extended the service as it should be.

I noticed the last question which was brought to you about the laboratory services was not answered by you. Maybe you would be able to answer it later. At least you were not sure. This is one on which you originally stated repeatedly that a physician should not be able to refer his own services to his own organization, which is a clear inducement to put money in one's own pocket. You have increased laboratory services which you have specified as having increased to over \$1

million. Will this really go in largely because the physicians who own many of the laboratory facilities will be putting them in their own pockets?

Finally—this is my last remark—your total intellectual and emotional rejection of the community-based, community-oriented, people-centred total health approach bodes ill for any future changes for the better in the vastly and very quickly deteriorating state of health care in Ontario. Though you are a family physician I sometimes think from the way you talk, that you have a cash register instead of a heart. You are hypocritical, and I will say you are also incompetent and foolish. I don't know whether any one else could occupy your position and change the government's mind to introduce the necessary changes in the health care system, but you obviously should not occupy this position.

Mr. Chairman: Mr. Root, I understand you have some brief comments you wish to make on these opening statements?

Mr. J. Root (Wellington-Dufferin): I am not too sure whether I have the right to speak at this time.

Mr. Chairman: It is not a question of whether you have the right to speak, Mr. Root; it is the question of whether you have the right to make an opening statement, and I ruled that you would have the right to comment on the minister's opening statement if you so wished.

Mr. Root: Yes, that was actually what I wanted to do.

Mr. Bullbrook: I hope I didn't offend the member in any way because it certainly wasn't my intention to take issue with what he was speaking about. I thought he was going to make an opening statement.

Mr. Root: I am awfully hard to offend; I have been around here for 22 years.

Mr. Bullbrook: I want to tell you, you don't have to tell us.

Mr. Root: I must say that I listened with a lot of interest and sometimes not so much interest to the many comments made over the last four hours and some 15 minutes, but I must say that as I listened to the minister make his explanation of the tremendous advances we have made in our health programmes in Ontario, I went back to the time when I ran in my first election, when the total budget for the province was \$100 million for everything, and that was after nine years of Liberal administration. Now we see

\$2.219 billion just for health, with many programmes; and the minister said he had just touched on the highlights. I thought perhaps somebody would move we just carry the estimates without question.

Mr. Chairman: A very good point.

Mr. Bullbrook: Not us.

Mr. Root: But since we are here for questions, I do want to ask a few questions on some of the comments that the minister made.

What are the guidelines for approving hospital beds? You mentioned how many hospital beds and that you have been restricting the number of beds? What are the guidelines?

Mr. Chairman: Mr. Root, I think what we do, as we have done with the other speakers on the opening statement, is the minister will make note of your questions and then speak to them after all speakers are concluded.

Mr. Root: Fine; All right, then, I will ask that question; and what are the guidelines for beds in nursing homes? Are they related to population? This is what I am interested in.

Then there was a mention of the home care programme and I think I got your estimate right that this was up 94 per cent in the last year, and you look for a 40 per cent increase in the coming year?

And did I understand you to say that 98 per cent of the people are covered by home care programmes? That rather astounded me, I didn't know we had gone that far. Anyway, if I misunderstood you can correct me.

You mentioned the type of community medical centre that you opened in my riding and as I said yesterday we are opening the fourth. Are there many more of these centres being opened? I might say that the centre had stations for two doctors with two examination rooms, nursing stations, a place for dentists, X-ray, and electro-cardiograms. The thing that amazed me was it was built for less than \$60,000 and it was built by local initiative. The people put their hand in their pockets and built this. They didn't have doctors and now they have two doctors.

Mr. Chairman: Order please, Mr. Root. I would like to be as impartial as I possibly can.

Mr. Root: All right. Call me to order.

Mr. Chairman: Your remarks here should be on the minister's opening statement. If we're going to get into specific votes we'll do that.

Mr. Root: All right, but he did mention these. He thought they were on the right track that's why I'm asking how many are following down this track. It's a new thing and by this type of programme—I know in my own area we've been able to get doctors where we had no doctors before. Many of the young doctors who are paying for their education were not able to finance an office and go into a community and this has helped.

Mr. E. P. Morningstar (Welland): It's very interesting, Mr. Chairman.

Mr. Singer: Mr. Chairman, on a point of order, if I may.

I'm a little confused as to the procedure we are now using. Now the minister and the two critics covered the whole broad field of everything in all of the votes. I'm a little afraid that Mr. Root is now getting into a whole series of votes. He started off with hospitals, which is a particular vote later on. He's now on health services, which would be 2702; and if that is going to be the practice we're all going to roam the whole field and the whole thing is going to get completely out of hand.

Mr. F. Drea (Scarborough Centre): He was just making a few comments.

Mr. Chairman: Order please. I think the point of order is well taken, and I would ask Mr. Root to confine his remarks and questions which the minister can respond to, to the specific items which were in the minister's opening statement rather than specific votes in the estimates. I think the point of order is well taken. We cannot now get into specific programmes despite the fact that these are covered in a general way by the minister's opening statement.

Mr. Drea: Mr. Chairman, you have made two sets of rules for us now. The first set of rules is that the minister would make some notes; that Mr. Root had some comments; and if the minister wanted to come back on any particular vote that was the minister's prerogative. Now you're changing it around and saying you can't do that.

Mr. Chairman: Would Mr. Root confine his comments, as the previous speakers have done, to the general programme; and if specific programmes must be mentioned, they should be mentioned in connection with the overall programme of the ministry. We're talking, really, of main office which includes the whole programme of the ministry.

Mr. Root: Yes, Mr. Chairman, I realize you weren't here yesterday to hear the minister's hour and 40 minute statement. I am asking for clarification of some of the points that were raised in his statement and if you want to rule me out of order I'll ask them later on.

Mr. Chairman: No.

Mr. Bullbrook: They're having dinner together.

Mr. Root: The other question I wanted to ask in connection with it, and you might answer this later, Mr. Minister—

Mr. Drea: He'll pop.

Mr. Root: —is on the guidelines for hospital beds and nursing beds. Are they the same in rural areas as in urban areas or do you take into consideration the differences in climate, transportation and many other things that affect rural areas? If you can get that answer I can wait for that.

I noticed you mentioned that Ontario only receives 36 per cent of the cost from Ottawa. Is that what every province receives or is Ontario being discriminated against? This is what I want to know. You mentioned that there was an increase in—

Mr. Singer: What's the answer to that one?

Mr. Root: I'm trying to get some information. You mentioned that there was an increase in venereal disease and syphilis. That's an astounding thing to me, coming from the country, but has that increased—

Mr. Drea: They get it there, too.

Mr. Root: This is what I want you to clear up. Is that higher in the cities than in the country or higher in the country than in the city?

Hon. Mr. Potter: It depends on where you're going.

Mr. Root: You might see if you can get that information.

Mr. J. A. Taylor (Prince Edward-Lennox): Good point.

An hon. member: At least out in the country it's been pretty good.

Mr. Root: You have the problem of alcoholism; you've mentioned that.

Hon. Mr. Potter: Who, me?

Mr. Root: No, the province has the problem of alcoholism; and maybe tobacco and

drugs should be included. Are you doing any research on what these problems are costing the OHIP programme?

Mr. Bullbrook: Lorne's doing the research.

Mr. Root: I want to know whether I'm paying for somebody else's drunk.

Mr. H. C. Parrott (Oxford): That's a field trip.

Mr. Root: The last speaker did mention preventive medicine and the local district health units; we have Wellington-Dufferin, Guelph, all in one. How many programmes were carried under this programme and what is the rate of subsidy? I will stop with that one.

Mr. Ruston: Frank, stop whispering in his ear.

Mr. Bullbrook: I thought you relinquished the floor.

Mr. Root: You mentioned the county health unit, which is a combination of two counties and the city of Guelph in my area. What percentage of the people are covered with this service and what programmes are involved in the service and what is your rate of subsidy? I think there is a difference if it is a one-county or if it is more than one municipality, and this might be valuable information.

Quite frankly, as I listened to the minister's explanation of his tremendous programme, as I said at the beginning I thought somebody would immediately move that we carry the whole estimate.

Mr. Morningstar: Great minister.

Mr. Chairman: Mr. Bullbrook.

Mr. Bullbrook: Mr. Chairman, I am sorry I wasn't here yesterday because I probably would have made that motion after listening to the minister. But I have had an opportunity of reading his comments.

I wanted to say first, if I may, that I think it should be conveyed to the public that this really is essentially a charade—to be assigned 10 hours to digest an expenditure of \$2.219 billion in the context of the fact that we know that, for example, in the last session of the Legislature on 16 separate occasions this particular minister, in answer to questions, either gave no reply, said he had no response to make at the present time, or promised that he would give a response and never did give a response. So there were 16

separate occasions; and if he wishes them we will give them to him, because we have them catalogued here for him. Therefore, we do have a very heavy responsibility in view of that type of rapport during the ordinary question period, to digest the expenditure of these funds.

In connection with this minister, may I say this: That I want, as I think my colleague from Ottawa East (Mr. Roy) did yesterday, to preface my remarks in this respect by saying that he is a man of exceeding good charm; he showed during the course of his tenure as a backbencher some initiative that doesn't exist any more; he is very good as far as responding to individual requests on my part, and I thank him for that, and he is a courteous gentleman. He lacks one thing—the ability to administer this significant, if not most significant, responsibility of government. That is why my colleague from Ottawa yesterday suggested a motion that I will make after I make these remarks.

I want to talk about the Schiller case—that is under the Ontario Hospitals Appeal Board, under the Public Hospitals Amendment Act. I want to talk about it in the context of what this minister is doing.

I don't think it is necessary for me to go into details as to the background of the case itself. Basically the situation is this: We sit here as members of the Legislature and we can't put the entire burden for this stupid legislation entirely on the minister, because we happen to have had the opportunity of debating this legislation. We missed the very point that is causing not only trauma, but a financial burden to this citizen to the tune now of \$15,000 and a financial burden to the public of Ontario which must be considerably in excess, and which is, as my colleague from Parkdale says: "More importantly is depriving his patients from the opportunity to have a fulsome response to their needs by their physicians"; and that can't continue.

The situation, as you realize, relates itself to Dr. Schiller's application for accreditation at Scarborough General Hospital, the repulsion of that particular application by the hospital board, the subsequent appeal to the appeal board itself, and then the position taken by the board through to the courts. I am very much concerned—and I don't, unlike the member for Wellington-Dufferin, expect a response afterwards; I want to have a dialogue on this. Mr. Chairman, I want to have a dialogue with the minister. I want to find out what the policy is, not just the question of the matter being before the courts; I

want to find out what the policy is, because I am thoroughly confused.

I thought when the Health minister in 1970 established an inquiry into the granting of privileges, it was essentially that. It was quite overtly and directly an inquiry into the granting of privileges. Now what's happened, in fact, is that the position taken by the Scarborough General Hospital board is that that is the one thing the appeal board can't deal with.

I want to reflect on the statute, if I may. And I say you have a burden, your solicitor has a tremendous burden, and we share that burden with you. Section 48(1) as amended by the Act to Amend the Public Hospitals Act—and this is the crux of the matter—reads:

Any applicant for appointment to, or a member of the medical staff, or who was a party to a proceeding before the board and who is affected by:

(a) a decision revoking or suspending his appointment or refusing to reappoint him under the clause (c) 43 or,

(b) a decision cancelling, suspending or substantially altering his hospital privileges under section 41 or the bylaws is entitled to—

and I won't continue there. The problem that Dr. Schiller faced is the confrontation with the board itself. Mr. Duksza mentioned the question of that particular board. I don't intend to divert my comments with respect to the composition of that board, but suffice it to say this, that the board is essentially composed, with the exception of the representation of the public by two aldermen, of members of the board of governors of the corporation itself.

I want to read a letter, if I may, that a citizen received from the Premier of Ontario (Mr. Davis) with respect to this very matter. The letter is directed to a Mrs. Badner and reads:

This will acknowledge your letter of March 19 regarding hospital privileges for doctors.

As you may be aware, hospital privileges are granted to a doctor by the hospital board. Most hospital boards are now elected by the general membership of the hospital corporation at the annual meeting. Membership of the corporation is open to anyone living in the area on a payment of a nominal fee, usually about \$10. I mention all of this in order to indicate that hospital boards are elected by the community and represent the community.

By what circuitous reasoning the Premier of Ontario comes to that conclusion—especially and specifically with respect the Scarborough General Hospital Board—one doesn't know. I am told that there are between 25 and 30 applications outstanding for membership in that corporation. I am told that basically it is a self-perpetuating type of device that is used there. But how the Premier, with the greatest respect, can salve his conscience as far as public participation goes by saying that to a lady escapes my ability to understand.

I am advised that when a hospital board grants a doctor privileges, the operations and/or medical tests he may perform are strictly specified. This is necessary to protect the patient, as even with a specialty the specialist may not be competent to perform all procedures involved, as for instance in a heart operation. As a further safety precaution, doctors' privileges are reviewed every year to ensure their continuing competence having regard to the rapid advances in medical technology and the mental and physical health of the physician himself.

The whole question of hospital privileges in Ontario was thoroughly examined by special committee of inquiry set up in January, 1971, by the Hon. Bert Lawrence, then Minister of Health. The committee reported in January, 1972, and its recommendations were incorporated in amendments to the Public Hospitals Act, which came into effect April 1, 1972.

That last statement is an absolute, unequivocal falsehood. The recommendations were not, in point of fact—and we bear the blame, I say, we in the opposition, to a great extent. But more so, of course, we don't have the opportunity to rectify that deficiency now, as the incumbent minister does.

Now this is the essence of the matter. Listen to this paragraph, if you would, Mr. Chairman:

As you may know, the principal amendment was the setting up of a board of appeal for doctors who were denied privileges, and the provision that when a doctor's application was rejected he was to be informed in writing of the reasons for rejection.

Now, I am interested in policy. I want to know what the policy is. I don't care about the courts. I feel for Dr. Schiller. I feel for the other doctor who has been mentioned, who has been held up for eight months, no doubt because of the Schiller matter.

But was it the intention of the ministry, in writing this statute, that a first applicant be denied appeal? I can't believe that it was. I can't believe for a moment that having regard—

Hon. Mr. Potter: Did you say a first applicant?

Mr. Bullbrook: A first applicant.

Hon. Mr. Potter: Be denied an appeal?

Mr. Bullbrook: Be denied the right of appeal to the appeal board. That's right. This is what Scarborough General Hospital says you did mean. I want a dialogue. You tell me where I'm wrong here.

Hon. Mr. Potter: Oh, I'm not suggesting you are wrong; I'm just suggesting that was not our intent.

Mr. Bullbrook: It wasn't your intent?

Hon. Mr. Potter: No.

Mr. Bullbrook: You know that there is a private member's bill on the notice paper now, which was lodged there by my leader (Mr. R. F. Nixon), that rectifies the very difficulty that Dr. Schiller faces, by inserting two words only. He amends the first subsection of the Act by saying "any applicant for first appointment." He uses the word "first." And in clause (a) he says: "A decision refusing." He uses "refusing."

The problem here is, if we are of one mind, then this is the key ingredient. If you are saying, in effect, as the instrument of the social development policy of the province, as exemplified by the Premier in his letter to that lady, that you agree that one of the intentions was that the appeal board was to deal with the question of the granting of privileges and not just with the question of suspension or altering of privileges, would you tell us for a moment why you don't amend that legislation? Why don't you relieve Dr. Schiller of his problem; why don't you relieve others in the Province of Ontario of their problem; and why do you continue to permit that hospital to expend public funds litigating this matter, when you as the minister recognize here before us as representatives of the people that that was your intention?

I put that to you now. Why don't you do it?

Hon. Mr. Potter: I might say that my legal people are now preparing amendments relative to this board in the hope it will simplify the process.

Mr. Bullbrook: All right then, I have two further questions. Are we going to help Dr. Schiller and the others? Are these amendments going to be retroactive so that this man isn't put through this again?

Hon. Mr. Potter: I cannot tell you that today.

Mr. Bullbrook: What is your intention? You can tell us what you want as a minister if you can't tell us what the legislation will say. I realize that your colleagues have something to say about that. But tell us what you think as a minister.

Hon. Mr. Potter: When I introduced the bill you may recall that I stated at that time I didn't want it understood by anyone that this meant that any doctor would have a right to expect an appointment to any hospital staff. I think at that time I said that if we did that, then we may defeat our purpose of trying to provide an equalized distribution of doctors across the province. We could well find that we would have far too many doctors appointed to one hospital and not enough to another. I think I said that at one time.

At the same time, it was introduced because I felt by the same token any doctor should have the right of an appeal not only over rescinding of his hospital privileges but at refusing his appointment to the hospital staff. It was not my intention certainly that this should relate to the second, third, or fourth application. I really thought it should be the first application.

Mr. Bullbrook: You are very forthright in this.

Hon. Mr. Potter: I wouldn't even go so far as to say the first application. I would say "an application."

Mr. Bullbrook: Isn't it an amazing proposition that we are totally of one mind? I would suggest that if we had the opportunity of polling the 117 of us in the House we would come to the conclusion that, based on the report, based on logic, based on intention, based on justice and fairness, we would all agree that that was the intention. It can't be otherwise. The Premier of Ontario agrees to that.

Why the inertia? Why can't we go ahead? Why can't we do it tomorrow morning. You talk about your legal people bringing in amendments. I don't defame your legal people, but the fact of the matter is that they, together with a consortium of 117 of

us, passed this law that said what we didn't intend it to say.

The Leader of the Opposition (Mr. R. F. Nixon)—and I don't care who the member is, it just happens to be the Leader of the Opposition—has completely rectified that problem with his proposed private member's legislation. Why can't we come in—not necessarily tomorrow, we'll be reasonable—but on Monday, which gives you ample time, with legislation that would remedy these problems?

Surely the answer that you think there must be of necessity a diffusion of medical practitioners availability throughout the province really is not the response that is required, because the hospital appeal board's function is to make that judgement.

Can you tell me, Mr. Minister, if you would, why we can't do this; why we can't do it now; why we can't make it retroactive; why can't we relieve the public of this problem that we authored? That you and I authorized together.

Hon. Mr. Potter: Obviously, Mr. Chairman, I can't tell you when I can introduce the amended bill. Certainly I am not going to be in a position, and my staff aren't going to be in a position to do anything about it this week, as you are perfectly well aware.

Mr. Bullbrook: All right now, we had this—

Hon. Mr. Potter: And I have—just a minute I have—

Mr. Bullbrook: I am sorry.

Hon. Mr. Potter: I have confessed that I have been pretty naive as far as politics are concerned, but I have learned very quickly that never again will I say I will try and do this next week or the week after. I think I have learned a lesson from the late Leslie Frost, who used to say: "In the fullness of time."

Mr. Bullbrook: But you see I can understand that; yes, I can understand that.

Hon. Mr. Potter: Because every time I say, and sincerely say, that I hope that I will be able to bring this in, then it comes back to haunt me. And you people are forever bringing up the fact that on such a date I said I would do such-and-such a thing—

Mr. Bullbrook: Yes.

Hon. Mr. Potter: —within a few weeks. I had every intention of doing it too, but I have learned patience. I have learned that things just don't move that fast.

Mr. Bullbrook: Well, that is not a satisfactory response; with the greatest respect, really. We are not going to—

Hon. Mr. Potter: Well, whether it is or not, I'm—

Mr. Bullbrook: Yes, well I am just telling you that here we have people who have been denied what you said as a minister and what our Premier said was to be their legal rights. Now if this was a complicated piece of legislation that required investigation, if it required the development of some new social policy, then I could understand that totally. But it isn't. It's simple, it's straightforward; we are of one mind.

I am not asking for an undertaking on your behalf. You don't have to give undertakings; you are a minister of the Crown, and I don't ask for that. I ask only for your thoughts as a member of this Legislature. As I say, you have been direct enough to say to me: "Bullbrook, you are right; we made a mistake—it wasn't our intention."

Hon. Mr. Potter: And we will correct it as soon as we can.

Mr. Bullbrook: Well, do you realize that if you don't correct it within the statutory times required under the rules of practice, that not only the hospital board will be called upon to expend funds further, but Dr. Schiller will be called upon to expend funds further.

But more importantly, you realize that your own board has said that this particular doctor has the right to the accreditation that he seeks. Now, that's really more important than the dollars. It might not be—I am not trying to minimize this question of cost.

I want to read for a moment—these aren't just thoughts that are dreamed up by myself. Here is a letter directed to you dated Oct. 26, 1973, from Alderman Frank Faubert, who is a member, and a hard-working member according to the press, of this particular board. And he says as follows:

Dear Dr. Potter:

I am writing to you as one member of the board of governors of Scarborough General Hospital, who is deeply concerned with the board's action in appealing the ruling of the Ontario Hospital Appeals Board in the matter of Dr. Martin Schiller. I am requesting you to use your good offices to urge the hospital to reconsider its decision and withdraw its action in the divisional court.

He takes a different tack; and I want to discuss this tack with you.

You see, I ask you as one of your colleagues, let's amend the Act. Mr. Faubert, with the greatest respect, asks you otherwise. He says:

While acknowledging the right of appeal, I believe this challenge to the appeals board's order, in which a public hospital board, using public money, seeks to outlast a doctor in an expensive and potentially extensive legal right, surely is not in the best interests of either the hospital or the public.

Nobody can take issue with that and I know that you subscribe to that second paragraph.

If this action cannot be withdrawn, then an early divisional court hearing should be sought, and should the court uphold the appeals board's decision, a further appeal to a higher court should be discouraged. I ask you to assist in assuring that in seeking justice and a fair hearing, that justice does not prove too costly for most of us.

Obviously here is a sincerely motivated epistle to you from a man who sits on that very board. There can be nobody more privy to the situation than he is—he is there—and he says: "Please relieve us of this burden."

Obviously if we wanted to go further into it—and I don't intend to—we could create embarrassment. My colleague from Parkdale called it "the incestuous involvement" between the board of governors of that hospital and the board itself.

And the vehicle of the establishment of a corporation obviously hasn't been good, has not been efficacious, as far as the public input that you anticipated. There has been no public input. But again this deflects from the main purpose.

I don't ask you to have it in Monday, but could we not assure ourselves, as Mr. Faubert says, that justice be done here? Could we not assure ourselves, Mr. Minister, that before we rise to go home for Christmas, that this whole question has been resolved by the insertion of two words in that subsection? Could we not assure ourselves of that?

Hon. Mr. Potter: Again, Mr. Chairman, I can say we will hope so, but there's no way I am going to be talked into making a definite commitment.

Mr. Bullbrook: Well then, can I synthesize what I understand you are saying? You agree with the proposition that the intention of the government, the policy of this province, is that doctors seeking first accreditation are entitled to appeal any decision to the appeal

board as far as their privileges are concerned. That was the intention of the statute, and we have the minister of the Crown stating that that was the opinion—

Hon. Mr. Potter: That was my intention—

Mr. Bullbrook: That was your intention, right.

Hon. Mr. Potter: —but there has been an appeal board and a decision has been handed down.

Mr. Bullbrook: I know. The appeal board itself, of course, subscribes to what your intention was. They understood what the statute was saying, right? The appeal board understood what we meant by the statute—

Hon. Mr. Potter: Certainly.

Mr. Bullbrook: May I presume to say, as a lawyer, it doesn't say that? I believe my colleague from Downsview will subscribe to that. The statute does not say that. I worry—

Hon. Mr. Potter: What does the statute say?

Mr. Bullbrook: Here is what the statute says—

Mr. Singer: It specifically doesn't say.

Mr. Bullbrook: It says: "Any applicant for appointment to—" All right?

Hon. Mr. Potter: As a lawyer, tell me why you would have to say "first appointment"?

Mr. Bullbrook: Well, I am going to get into certain rules of the construction of statutes. Okay? It says: "In any application, any applicant for appointment to—" Stop there; you are fine. That covers Dr. Schiller and the others. But you continue on: "—or member of the medical staff, or who as a party to a proceeding before the board." Have you got that? Okay?

Now, let's take Dr. Schiller's case. "Any applicant for appointment—" Dr. Schiller falls within that. But then you go on and you say: "—and who is affected by—" You modify the qualities of the applicant. You say, "Any applicant who is effected by (1) a decision revoking or suspending his appointment or refusing to reappoint him under clause (c) of section 43." In other words—

Mr. Singer: He is none of these things.

Mr. Bullbrook: You don't say in there, "—a decision refusing—" When the court looks at that, they are going to say to themselves, the Legislature in its manifest wisdom—

Hon. Mr. Potter: There's no reason—

Mr. Bullbrook: Mr. Martin understands entirely what we are talking about.

Hon. Mr. Potter: There is no reason in the world why that shouldn't be changed.

Mr. Bullbrook: Right, and all we need is the one word. We need the one word "refusing." We don't even need, as my leader said, any application for first appointment. We just need to say, "—a decision refusing revoking—"

Hon. Mr. Potter: That's right. We'll do it as quickly as we can.

Mr. Bullbrook: We left out one word. We made a mistake. Will we, in our justice, also make it so that Dr. Schiller doesn't have to start over and go through this trauma again? We have done this in the past. There are ample precedents for us relieving citizens of problems.

Hon. Mr. Potter: I am not going to say I will, because then you will find all kinds of reasons why somebody can show me I can't. What I mean to say is that I will do everything possible I can to see that it is accomplished.

Mr. Bullbrook: I can ask nothing more than that except—

Mr. Singer: Could I have a word here?

Mr. Bullbrook: You can have lots of them.

Mr. Singer: What bothers me is the fact that this problem was recognized by your department right from the very beginning.

Hon. Mr. Potter: Was it?

Mr. Singer: Yes, the appeal board was told—and there were press reports on this—it was told and the hospital board was told not to make that objection and to deal with it as though the section reads as my colleague has suggested it should read, and that was the basis on which the appeal board proceeded. That was as a result of direct intervention by the minister and—

Hon. Mr. Potter: Of our interpretation.

Mr. Singer: Yes, that's right. Now, it wasn't a logical interpretation based on the common English usage of the words contained in that section. It was a sensible way of dealing with this problem. The hospital board went along with you while they thought they were going to win before the appeal board. They didn't

win before the appeal board, and now they have gone to the divisional court. When they get before the divisional court, they are going to say to those three judges, "My Lords, read the statute."

Mr. Bullbrook: Right.

Mr. Singer: They have now reverted back to the words in the statute. Those three judges are going to read the statute and they are going to say: "We don't really care what the Minister of Health has said to a committee of the Legislature on Nov. 15, 1973. The expression of the Legislature is contained in those words."

I am not going to presume what the divisional court is going to say whenever the matter comes up, but I would be very surprised if they can pick up that section as it is now written and read it any differently than the way the member for Sarnia reads it, I read it and you people read it when you gave those instructions in the first instance.

You can do one of two things. You can amend that quickly, retroactively; or I think you have the power, and certainly you have the muscle, to tell that hospital board to stop because certainly they are abusing the intentions of this government.

If you want to take a little more time to consider how careful you should be of the wording or of the extent of retroactivity or the way you should phrase it, fine. In the meantime I say that you have the power to call off that hospital appeal board; and I think you should.

Mr. Bullbrook: The hospital board.

Mr. Singer: The hospital board. I'm sorry, the hospital board.

Hon. Mr. Potter: The appeal board is—

Mr. Singer: Not the appeal board, the hospital board.

Mr. S. W. Martin (Deputy Minister): The appeal board's ruling is in favour of Schiller.

Mr. Singer: That's right. I think you have the power and the muscle and the authority, and certainly the purse strings, to say to that hospital board—

Hon. Mr. Potter: No, I haven't.

Mr. Singer: Come on. The power of this government is far-reaching and is heavy and is authoritative. I am certain if you call that hospital board in and say: "Gentlemen, this

is what I want you to do and either you'll do it pleasantly and co-operatively or we will find another way to make you do it"; they will do it.

Mr. Chairman: Order. Mr. Singer, I just want to remind you of your own point of order on this. Mr. Bullbrook gave you the right to comment on what he was taking up, but are you completed?

Mr. Bullbrook: What I want to do—you see I didn't want to get into the question of the integrity of purpose of the board. This is very important.

What my colleague brings up—they went before the appeal board as you know and they made a preliminary objection and they said, in effect: "But we will go ahead." The fact of the matter is they presumed they would win before the appeal board and it would be academic. We are not just dealing with the integrity of purpose of the Scarborough General Hospital; we are dealing with the right of every doctor who is denied privileges in the Province of Ontario by any hospital board. That is really the most important ingredient.

Mr. Singer: We also have to bear in mind what those three judges are going to say. And my experience—

Mr. Chairman: Order, please.

Mr. Singer: What is the matter?

Mr. Chairman: We are still on opening statements and if you want to—

Mr. Bullbrook: No, I wasn't making an opening statement. I am on the first vote of the estimates because I—

Hon. Mr. Potter: On the main office.

Mr. Bullbrook: Yes. What we intend to do is now formally make a motion.

Mr. Chairman: You have the floor.

Mr. Bullbrook: We intend to make a formal motion to reduce these estimates by an amount equivalent to the minister's salary.

Hon. Mr. Potter: All of it?

Mr. Bullbrook: And I so move.

An hon. member: Aren't you going to give him a buck?

Hon. Mr. Potter: All of it?

Mr. Singer: We cannot affect his salary.

Mr. Bullbrook: We can't give him \$1. It is a statutory allowance.

Mr. Singer: We can't affect his salary. We can reduce the estimates.

Mr. Bullbrook: We can't take his salary away from him. We can reduce the estimates by an amount equal to the minister's salary, that is the method of handling it, and that is the motion.

That motion is made on this basis—when the day comes, very shortly I trust—that we bring in this slight amendment, I'll happily get up and say I'm very pleased that the government saw to it that that motion didn't carry because we want you to have all your moneys to carry out your responsibilities. But I am going to make that motion and we are going to have a vote on it.

I close in saying this. I understand that the minister fully acquiesces in our concern and that he will see, with due dispatch, having regard to his own initiatives, that this situation is rectified; that Dr. Schiller's situation is rectified; and that he will do what he can personally before that legislation is brought about.

And this is the key that my colleague from Downsview tried to point out: The court, in looking at that statute, looks at that statute. It doesn't look at what the minister says; it doesn't look at the debates in Hansard.

It says, in effect, the word missing from there is the key word in connection with Dr. Schiller's case. That is what we are concerned with. I say this to you in closing: You might not have the fiscal muscle to be able to do something about this but I would be inclined to think that it is rather an overt posture to be taken by the Scarborough General Hospital board if the Minister of Health phoned up the chairman of that board and said to him: "Don't play games. You know exactly what we meant in connection with that statute. You have got my words now on the record of Hansard of what we meant by that statute."

Mr. Chairman: Mr. Bullbrook, you have said that you were going to make a motion.

Mr. Bullbrook: I move that the expenditures under vote 2701 in the amount of \$2 billion—no, I am sorry; I have it written out here for you—whatever the amount is.

Mr. Bullbrook moves that the expenditure under vote 2701, in the amount of \$16,902,000, be reduced by an amount equivalent to the minister's statutory indemnity.

Mr. Singer: Have you got it written out?

Mr. Bullbrook: I have got it written somewhere.

Mr. Chairman: I would like to have it, to repeat it to the committee.

Mr. Singer: I don't think it has been the practice in standing committees to write out a motion.

Mr. Bullbrook: I wrote it out for you.

Mr. Chairman: I know you did, because I asked you to.

Mr. Bullbrook: Here it is. I move that the amount of \$16,902,000 be reduced by an amount equivalent to the minister's salary.

Mr. Singer: Fifteen thousand dollars.

Mr. Bullbrook: That is \$15,000.

Mr. Chairman: It has been moved by Mr. Bullbrook that the amount of \$16,902,000 be reduced by an amount equivalent to the minister's salary.

Mr. Taylor: Mr. Chairman, I understood that Mr. Potter was going to respond to the statements of Mr. Roy and Mr. Duksza and Mr. Root. Now I gather from what has happened that we are dealing with item 1 of the first vote.

Mr. Chairman: No, we are dealing with the motion that has been put by Mr. Bullbrook.

Mr. Taylor: The debate, the discussion, the dialogue has been in connection with the vote.

Mr. Chairman: Well, yes—

Mr. Taylor: Maybe you could indicate to the committee just what procedure you propose to adopt?

Mr. Chairman: The motion having been put, precedes all other business of the committee. There can be discussion on the motion, of course. The motion has been put, the mover has put it to the Chair. The motion is in order and debate on the motion can now proceed.

Mr. Bullbrook: May I make a point here if I can? The motion only relates to the total expenditure and as a result, any other items are open to discussion under the vote at the present time. We don't have to deal with the motivation of my motion, in other words, the Hospital Appeal Board. We can talk about any of these items now. When

we have exhausted all discussion in connection with vote 2701, my motion will be put.

Mr. Singer: And at that point in time, if I may suggest, if the majority of the committee votes in favour of Mr. Bullbrook's resolution, then the vote is carried less \$15,000. If it doesn't, then the whole vote is carried.

Mr. Chairman: Yes, the amount to be voted in accordance with the motion is \$16,887,000.

Mr. Drea: The motion that is on now is over the total amount.

Mr. Ruston: On the first vote.

Mr. Chairman: No, no.

Mr. Taylor: We haven't arrived at the first vote yet.

Mr. I. Deans (Wentworth): You must have.

Mr. Bullbrook: We have arrived.

Mr. Taylor: Well when are we going to hear the comments from the minister?

Mr. Singer: Right now; right now.

Mr. Bullbrook: We can now.

Mr. Ruston: The motion is open.

Mr. Chairman: You cannot commence discussion of the estimates until you have started on the first vote, which is 2701. That is the—

Mr. Ruston: Let's hear the minister.

Mr. Taylor: I understood we were going to hear the minister's response.

Mr. Drea: When we got onto the point.

Mr. D. C. MacDonald (York South): With respect, Mr. Chairman, the normal procedure is that the minister responds to the leadoffs then you go to item 1 of the first vote.

Mr. Taylor: Right. Which is the very point that I am making.

Mr. MacDonald: In other words, the minister should have responded before you entertained this motion or anything else.

Mr. Chairman: The motion has been received.

Mr. MacDonald: Table it.

Mr. Chairman: It has been received and if the minister wishes to respond to those remarks that were made, of course he may respond at any time during the debate.

Mr. Ruston: Sure. Let him respond now then.

Mr. Deans: For heaven's sake, respond.

Hon. Mr. Potter: Can I get going?

Mr. Deans: Sure.

Mr. Chairman: Go ahead.

Hon. Mr. Potter: Thanks. Mr. Chairman, yesterday and today we have heard from members of the opposition parties and a member of my own party on what we have been doing in the Health Ministry and what we are trying to do. I outlined very briefly yesterday the programmes that we are adopting.

The member for Ottawa East, while he didn't contribute very much in the way of constructive criticism, really concentrated more on personal attack upon myself and attempted to discredit me along the same lines as the critic for the Liberal Party, for reasons which they obviously are well aware of and I think I am myself.

There are several things which he did bring up and which I think we should discuss. First of all, and for the sake of the second—I want to make sure it is on the record—he stated that one of his confrères requested the report on a review of the Ontario Health Insurance Plan which was never tabled. It was tabled in the House on May 24, at the same time we tabled other reports which he should have been interested in because they were all along the same lines.

The annual report which he referred to is a report, of course, on the total ministry. I think everyone should be aware of the significance of such a report, the tremendous amount of work that goes into it. The year ended at the end of March, and it does take a good six months usually to prepare such reports. The report has been prepared, it is indeed at the printers and has been for several weeks, and perhaps if he is interested we might even phone and find out what the delay is. I am not sure what it is, I have had several reasons—but the report is there and it will be tabled as soon as we get it.

The Health Disciplines Act is something which we are all aware of, we should be aware of; it was something started several years ago. There has been more input in this Act from everyone concerned than in probably any other piece of legislation we have ever had. It was tabled a year ago, giving everyone an opportunity to express their views. We are determined that when the Act is brought into the House that it is as com-

plete as it should be and that it is as free of errors as it should be. We have just had a good example here in the last few minutes of how these errors can occur or how misinterpretations can be made through minor errors that nobody in the Legislature picked up at that time.

We are determined that when this health disciplines bill is brought in that we do in fact have it as complete as it should be. Again, I thought this was going to be much sooner than this, but as I said earlier, I am learning patience if nothing else, so that I don't know when it will be introduced. It will be introduced when it is ready and when we feel that we have it as complete as it should be and when it is in the form in which it should be introduced into the Legislature so it can be debated by everyone.

I have also been asked why we haven't had the Mustard report. I would suggest that the only way we are going to know definitely when we will get the Mustard report is when Dr. Mustard tells us himself. I have had some indications from him that we can expect it probably around the middle of December, but once again there is no way I am going to say to this committee that the report will be submitted to me by Dec. 15, because I don't know whether it will or not, and in making such a statement I am sure it will be misinterpreted and somebody will once again accuse me of trying to mislead the members of the committee.

There was some discussion about physicians' payments and constraints. I have discussed in the Legislature on many occasions that the current concerns that we have about escalating health costs, costs of providing a high standard of medical care to the people in this province, a vast multitude of services that result in about 3.5 million claims being submitted to the insurance programme every month, and believe me, that is a lot of claims to be processed. Our concern is that the services claimed are in the first place medically necessary, and in the second place that they are properly rendered, and that the reimbursement of these services is on a reasonable basis. To make this judgement we must have the most complete and accurate information that we can get.

In April of last year, OHIP assumed the responsibility for processing all of the claims in the health insurance plan. As you are aware, up until that time, some private insurance carriers were involved. At the present time, this is numbering 175,000 per day, and it wasn't until November of last year that we were able to accurately prepare detailed

figures of claims for services in the month of April. Each month thereafter we have had the information produced for us, more facts became available, and the information has been made available on a monthly basis.

But as the information became available to us, a picture unfolded which didn't exactly match the opinions that we had, and expressed, and the projections that had been made.

We observed that there were quite a number of physicians whose claims aggregated extremely high sums each month. These were referred to the medical review committee of the College of Physicians and Surgeons for investigation.

As a result of this, some rather startling features were uncovered which appeared to be fraudulent. Others were obviously out of line but not apparently fraudulent. A great many have been investigated, and on the basis of these findings substantial sums of money have been recovered and are still being recovered by the plan.

In addition to this, the College of Physicians and Surgeons has also suspended the licences of some doctors to practice in the province—this is a continuing process, it goes on every month—and those involved who, in the opinion of the review committee, might be fraudulent, were referred to the Attorney General. These instances were revealed by the system and were referred as soon as sufficient information had been developed to indicate the possibility of fraud.

All in all there were 10 cases referred to the Attorney General's department. Four were thrown out because of insufficient evidence, and six of them are still being investigated. I understand there are six inspectors from the Criminal Investigation Branch working on these cases, and it has been pointed out to me by the Attorney General's department the difficulty in following up the information, the tremendous amount of work involved in interviewing patients, interviewing 25 to 30 other medical practitioners, in order to substantiate the claims that we have been making.

At the same time there are many others who appeared to be claiming large amounts of money, and they were found to actually be practising well within the law, to be very busy physicians. Their work had been evaluated, and it was found that they were doing good work, often in circumstances where there was no one else to provide the medical care that was needed at that time.

In addition to that there were some inquiries into radiologists and pathologists who

were in charge of large laboratories. Our claim sheets were showing that they were receiving what appeared to be astronomically large gross amounts, but on investigation it was found that actually, when they were paying their staff and so on, they personally did not receive anything out of line.

A recent development by the medical review committee of the college is the quality service payment formula, which was introduced as an additional and better means of identifying individual physicians whose practices may deserve investigation. These formulae have now been programmed into the computers, and they will produce information for us which is not only useful for identification of apparent aberrations of the plan, but as well will provide information which will assist us in evaluating the fee structure.

Now I don't make any apologies for the fact that only a few months ago we had little to go on rather than gross data to guide us. OHIP, as you know, is the largest health insurance plan in North America. I'm happy to inform the members of this committee that in the 18 months it has had the full responsibility for the plan many of the information-gathering and compiling problems which usually haunt an operation of this complexity have been overcome.

Data is now being converted into usable information and the development of a ministry information system to which OHIP data will contribute substantially is in process now.

It became very evident to us, particularly as more and more information became available, that a sledgehammer approach to control the costs of physicians' services would not result in equitable treatment. It would hit the just and the unjust equally. It also became apparent that the elimination of improper billing or servicing to the extent that controls of any kind could accomplish would not save the government the vast sums which had been assumed.

The problem really is quite different and extremely complex and it can't be solved by any simple plan. Involved in the problem is the whole big question of the provision of necessary services to everyone in the province; proper utilization of the facilities that are available; the development of a team approach to the personal delivery of health care; and the determination of a basis for proper remuneration of each member of the team.

We all know this can't be developed overnight. It's going to require a great deal of work by a great many people. Its successful accomplishment will depend on these people,

inside and outside of government, working together as harmoniously as possible.

We are determined to exercise every control possible in order to ensure that the physicians of this province will be paid a fair fee for services which are properly and appropriately performed and no more than that.

We will continue to develop and refine the information system so that deviations from the norm can be detected and can be investigated. I consider that we are fortunate in Ontario to have the co-operation of the Ontario Medical Association and the College of Physicians and Surgeons. This doesn't mean that we always agree with each other but we are talking openly and frankly and we each recognize that the problems are of equal concern to all of us.

The recent appointment of the joint committee on physicians' compensation for professional services, I think, is a major step. We know it won't be capable of miracles but it does ensure serious joint consideration and study by capable people who will have access to all the facts and be aware of realities.

I'm sure that the advice of this committee will be of tremendous value. Specifically, I might mention that in addition to the close scrutiny of the claims of every physician in the province, a sizable number of service verification letters are sent out each month as a spot check and hopefully as a psychological deterrent. Restrictions have been placed on the number of consultations and general assessments that the plan will pay for.

Psychotherapy, in some instances, and certain procedures, the efficacy of which or the medical necessity of which may be questionable, are also disallowed. In addition to that, other than fee-for-service methods of financing are being used in a variety of areas, such as new methods of treatment where only a limited number of qualified practitioners exist. A good example of this is the most recent, genetic counselling; sessional and salary arrangements with hospital emergency departments; budgets in some areas; capitation and salaries to community centres and clinics. It is, of course, necessary to monitor these experiments carefully to ensure that the services rendered are consistent with the funds that are provided. Part of this monitoring is equating cost with what it would have been under the fee-for-service system.

I must repeat, Mr. Chairman, that it is not my intent to use a sledgehammer approach in the area of payment for physicians' services, but I do intend to ensure that the information system will further develop its capabilities to

detect apparent aberrations, that all apparent cases of aberrant practice will be thoroughly investigated and action will be taken to recover any overpayments, as well as legal action being taken whenever appropriate. Restrictions which are consistent with assurance of medical necessity and the appropriate treatment will continue, of course, to be applied to the fee schedule.

The primary concern of myself and the ministry must be the provision of necessary services to the public. We are determined that this will be accomplished and that they will be improved wherever possible, and that they not be interrupted by unprofitable or unnecessary confrontations. I think we are moving in a responsible fashion and the fact that controls are being effectively applied is borne out by the experience in this fiscal year to date, which indicates quite clearly that unless we are so unfortunate as to experience a very serious epidemic, expenditures will be well within the limits of the estimates.

I think, Mr. Chairman, that pretty well covered what the critic for the official opposition had to say yesterday. As I say, he offered very little in the way of a constructive programme or constructive criticism of this ministry.

The member for Parkdale, speaking on behalf of the NDP, certainly from my standpoint I feel that he—or somebody at least—has given a great deal of attention and a great deal of time and effort in preparing the presentation which he made. I feel that it certainly requires study. I must confess that I don't agree with the philosophy of his party in some areas. On the other hand, he did refer to the speech I made at Kitchener-Waterloo and I was delighted that he was interested in what I was saying in these areas.

But in going over the proposed health policy which he presented so well to us yesterday and today, actually, as you may know, this is the policy that was adopted by the Ontario NDP provincial convention a year ago and it has given him an opportunity of reading very well for us and getting on the record what their policy is. I'm delighted to see that they have included in this policy many things which I have been speaking about now since 1968 in the Legislature, and I must say, as he well knows, I fully support many of these things which he has already told us about.

He did refer to statements I made in Kitchener about the fact that the patient himself must be responsible for a great deal of

his own self-inflicted, shall we say, health conditions.

All we need to do is refer to the recent Nutrition Canada report that was published recently and we are all familiar with Mr. Lalonde's statement to date. If you read that report it is pointed out there that no matter what we do, no matter how hard we try, the responsibility still remains with the individual to see that he does take the proper precautions and attempts to keep himself as healthy as he can.

The member for Parkdale also reviewed the reduction in our HRDP grants and, as he said, he hoped that this reduction was referring to capital costs. I know he'll be happy when I can assure him that it does. It hasn't affected the other part of the programme at all which has an increase of several millions of dollars.

I know that he has taken issue with my suggestions that patients do abuse the programme. That was yesterday. Today, he was drawing attention to the fact that patients do abuse the programme by travelling around and going to see more than one physician when it isn't necessary. This, of course, is the type of thing that I was referring to when I referred to the fact that patients are abusing it to a certain extent, not only by travelling around from one physician to another to get various opinions but also by attending for minor complaints.

I had two good examples of this brought to my attention yesterday, as a matter of fact. One physician saw a patient in his office; the appointment had been made by a mother to send her child in and when he got there it was to have a Band-Aid changed on his knee. This is an actual fact.

Another case was that of a patient who had had a hip replacement which is a rather severe type of operation. The patient wasn't very happy about it apparently and decided he would go down to the States to see someone down there and finally decided he would

have further surgery down there. Before having it done he made inquiries with OHIP to see what it was all about and they, in turn, through their consultants made inquiries to see why it was necessary to go to the States for the operation. When they were advised that it wasn't, that this is a very common procedure that can be done up here and if the man wasn't happy he could see somebody else up here, they pointed out that the fee charge down there was just \$2,000 as compared to \$500 up here, and that he would be responsible for the \$1,500 plus the other 10 per cent of the \$500. Miraculously, he decided that he was really an awful lot better and didn't need any further treatment.

This is an example of what goes on sometimes by people shopping around. They think they aren't doing as well as they should and somebody says, "You shouldn't have had so-and-so operate on you. You should have had somebody else." This is a great period for shopping around and going from one person to another. It's something that we really have to get a handle on.

While we have had the odd patient's profile pulled, and some of them give us some very significant information, we are just now getting to the stage where we can have patient's profiles pick up for us the abuses that are going on and we can do something about people who are abusing the plan. We will be able to get it under control in the same manner as we are with the physicians.

On rehabilitation, the member drew to my attention several points that he was concerned with. I wonder, Mr. Chairman, it is 6 o'clock—

Mr. Chairman: Yes, I think before you start on this we will recess until 8 o'clock tonight.

It being 6 o'clock, p.m., the committee took recess.

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STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Health

Chairman: Mr. S. B. Handleman

OFFICIAL REPORT — DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Thursday, November 15, 1973
Evening Session

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

THURSDAY, NOVEMBER 15, 1973

The committee resumed at 8 o'clock, p.m.

ESTIMATES, MINISTRY OF HEALTH (continued)

On vote 2701:

Mr. Chairman: Ladies and gentlemen, will you please come to order?

Before the minister resumes his remarks, I understand, Mr. Bullbrook, that in order to clarify your motion— Order, please!

I understand that you would like to make some clarification of your motion so that it has the intent, I think, which you intended. I should point out—

Mr. J. E. Bullbrook (Sarnia): Well, I don't want to put it in exactly that context. I would like to amend the amendment by substituting the figure \$16,882,000 for the figure \$16,902,000.

Mr. Chairman: The amendment is accepted; it is in order.

Mr. Minister, did you want to resume where you left off?

Hon. R. T. Potter (Minister of Health): Yes, Mr. Chairman. The member for Parkdale (Mr. Dukszta) referred to several points. One, as it relates to rehabilitation, certainly I don't think anyone is more aware than I am of the need for an expansion of our rehabilitation programme in the province. Of course, when we are talking about rehabilitation I think we have to remember that we are not talking strictly about physical rehabilitation, but we have to consider all the other concepts and refer to the psychological and social rehabilitation as well. Later, perhaps, Dr. Lumsden, who is responsible for this part of the programme within the ministry, will have an opportunity to explain in some detail just what the programme is, what we are planning for the province, how we hope it will be instituted.

Then the member spoke about the foreign graduates being licensed to practise in the province, and also the difficulties that some

foreign nurses were having in obtaining their registration. I would like to clear one thing up. I did not, I have not, and I am not, suggesting that we have an intention at this time of introducing any constraints as far as foreign graduates are concerned. I have drawn to the attention of the public, I have drawn to the attention of Mr. Lalonde in Ottawa, and indeed at the meeting of the provincial ministers of health in Prince Edward Island a few weeks ago there was a report from the committee submitted to Ottawa, drawing to their attention a concern that all of the provinces are expressing in this area.

We are criticized continuously about the increased costs of medical services. We are criticized because we aren't able to provide doctors in some underserviced areas of the province, and for the fact that we have too many doctors in some areas and not enough in others. As I attempted to explain in my original presentation, it is not simply a matter of licensing foreign doctors, it comes back to the whole matter of medical manpower, of medical education and of opportunities for our own children in this province and in this country.

I am sure everyone in this room is aware of the difficulties experienced by students of all grades in being granted admission to medical schools. We have been encouraging our medical schools to admit more students; to concentrate on graduating and training more family physicians rather than specialists. It has been proved from some of the studies that have been made already that it is not necessary to construct more buildings for the academic part of the training that is required. They feel that the universities as they are today can handle more students in this particular area, but the difficulty they experience is with the clinical teaching.

I am sure you are aware that until now, too, the clinical teaching has been done in selected hospitals—university hospitals—and the time has come when I think we must take advantage of the vast reservoir of clinical material that is available all over the province. When I first mentioned this to the deans of medicine a year ago the question

was raised as to how did we expect the universities to provide the expertise to carry on this training in remote hospitals, or peripheral hospitals if you like. Quite frankly, I feel that these hospitals have individuals on staff who are just as capable, just as well trained, and just as efficient, and are prepared to take part in a training programme so that we might take advantage of the—

Mr. Chairman, I don't mind waiting until they are all through if they want to make—

Mr. Chairman: Order please.

Mr. V. M. Singer (Downsview): Oh, we're listening, we're listening, as well as you listened to all the other speakers.

Mr. D. C. MacDonald (York South): Some of us can't hear the minister for the chatter of hon. members between us.

Hon. Mr. Potter: So we feel this is a programme worth expanding and we are indeed working with the universities to try to initiate this programme.

The time could well come, as I suggested earlier, when we may have to consider some type of special licensing or restrictive licensing for foreign graduates. I say this quite honestly, because on the one hand we are asking our universities to restrict the training of specialists because we know we are training too many in some areas, and at the same time, because of our immigration laws we are allowing foreign graduates to come into this country and once they pass the qualifying examinations they may practise anywhere they want and practise their specialty whether it is needed or not.

Reference has been made to what happens in Great Britain today, but I can tell you that this is one of the reasons that we have so many specialists coming here. As the chief of medical services for Scotland told me not too many months ago, specialists are one of their greatest export products. There, they know when they take their training that specialists are only authorized to practise where needed, and if there isn't a vacancy, then of course they emigrate to some other country—usually Canada, where they can practise anywhere they want.

I don't think, quite frankly, that if we continue to pursue this policy it is fair to our own students who are interested in post-graduate training in the various specialties. We are depriving them of this opportunity. I know there will be a lot of discussion about this. I know that a year ago I was criticized in the Legislature and in the press for hav-

ing even suggested such a thing, but it is a problem. There is no sense of us burying our heads in the sand. We know that it can very well happen. We also know that unless we do have some controls, within five to 10 years I am told we could well be graduating an excess of medical doctors, and then we will be accused of training too many.

Mr. Singer: Well, who are you complaining about?

Hon. Mr. Potter: Then we will be saying—

Mr. Singer: You are complaining about yourself. You can legislate, you can legislate if you want.

Mr. Chairman: Order, please.

Hon. Mr. Potter: Then we would be accused of training people for which there aren't jobs. So this is something I think we must get into.

As far as the foreign nurses are concerned, this is a matter that we have been working on for some time with the College of Nurses. When we refer to the graduates from Great Britain we have to appreciate that in Great Britain, I am told, there are many different standards and qualities of nurses. In reviewing the applications that we receive here we find that this is exactly the case; some are better trained than others. Some of the better-trained ones don't have difficulties; some of the less well-trained ones do. This is also a matter that we're looking at and working on with the College of Nurses to see how we can help these people out.

On hospital workers, as you are aware, negotiations of hospital workers with the various hospital boards is something that I can't interfere with. It is up to the local boards who operate their own hospitals to do their own negotiating. At the present time at least, there is no way in which I should become involved.

Mr. Singer: Why not? How long can you continue to duck? Either it's Ottawa's fault or the municipality's fault.

Mr. Chairman: Mr. Singer, you are on the list of speakers and you'll have ample opportunity to ask your questions.

Mr. Singer: No, no, but I can't stand all this nonsense.

Hon. Mr. Potter: You don't have to stay you know.

Mr. Singer: No, I'm going to stay and suffer.

Hon. Mr. Potter: The member spoke about social welfare and the need for closer liaison and co-operation and co-ordination of services. I must agree — not only agree, once again I have been saying this for a long time, and it's something that we are working toward: the reorganization of government and the development of the various provincial secretaries such as the Social Development field. This is one area that is the responsibility of the Provincial Secretary for Social Development (Mr. Welch)—

Mr. Singer: Someone else again.

Hon. Mr. Potter: —to try to assist in the co-ordination of the various services in which we find an overlapping. The deputy minister of this ministry and the Deputy Minister of Social Development are working very closely together in these areas. One area particularly that we are concerned with, of course, is the extended care facilities at the present time in homes for the aged. I spoke earlier about this. I personally feel that all health matters should fall within the health field and we should take over the responsibility of these patients that are in these extended-care beds.

Mr. Singer: Those terrible fellows won't let you do that.

Hon. Mr. Potter: I must enlighten the member who has so much to say; I know he has a difficult time keeping that mouth of his shut.

Mr. Singer: I do. I do indeed, as I listen to you.

Hon. Mr. Potter: Until very recently, the federal government, for some reason unknown—

Mr. Singer: It is Ottawa! I knew it!

Hon. Mr. Potter: —and I know a great many people in this room will agree that it is very difficult to understand what they try to do up there sometimes.

Mr. R. F. Ruston (Essex-Kent): Stanfield had a chance to vote him out and he wouldn't do it, so what are you talking about? He had the opportunity and didn't take it.

Mr. Chairman: Order please.

Hon. Mr. Potter: He should have known better.

Mr. Chairman: The minister is responding to the opening statements of the critics, which were quite extended and there was no interruption of them during that.

Mr. Singer: It is the cut and thrust of debate.

Mr. Chairman: I recognize that.

Mr. Ruston: You provoke us, Mr. Chairman, that's all.

Mr. H. C. Parrott (Oxford): Oh, you have had your tongue sharpened, eh?

Mr. Chairman: Order please.

Mr. R. Haggerty (Welland South): May I put a question to the minister?

Mr. Chairman: Well, if the minister wishes to permit a question.

Hon. Mr. Potter: Just wait until I get through, will you?

Mr. Chairman: Just wait until he completes. The amount of suffering that the member for Downsview undergoes, I have a feeling he is a masochist.

Mr. Haggerty: We are all suffering here.

Mr. Chairman: Attendance at this committee is purely voluntary.

Mr. Singer: Kennedy is out there with his whip.

Hon. Mr. Potter: As I was saying, before I was so rudely interrupted, up until a month or two ago, Ottawa did share in the cost of extended-care facilities—

Mr. Haggerty: Could I have a definition of extended care while you are at it?

Hon. Mr. Potter: Well, the nursing home care, the nursing-home type of patient—in the homes for the aged but they wouldn't participate in any other nursing home in the province and naturally—

Mr. Haggerty: Well, you allowed private developers to get into that.

Mrs. M. Campbell (St. George): That's right.

Hon. Mr. Potter: Naturally, it was difficult for me to convince the government that we should take 11,000 patients out of a home for the aged and put them in another facility when Ottawa was prepared to cost-share it in one and not the other.

Mr. Haggerty: What about all the vacant hospital rooms that you have now? If they are not being used—

Mr. Chairman: Mr. Haggerty, please I think we have to allow the minister to continue with his argument.

Mr. Haggerty: Well, let's stick with the subject then.

Mr. Chairman: He is responding in general on the main office and—

Hon. Mr. Potter: You haven't been here. You don't know what's going on. That's not unusual, I admit.

Interjections by hon. members.

Mr. Chairman: Order, please. We will follow the order of speakers and you will be able to speak on any subject your heart desires.

Hon. Mr. Potter: Take it easy when you say that.

Mr. Ruston: Keep that member for Welland South quiet.

Mr. L. Maeck (Parry Sound): If you fellows get rough, I am leaving.

Mr. Ruston: Is that a promise?

Hon. Mr. Potter: Where was I?

Mr. Ruston: You were just kind of rambling on.

Mr. Singer: It was all Ottawa's fault. If it wasn't Ottawa, it was the municipalities. That's where we left you.

Mr. Haggerty: May I ask a question again, Mr. Chairman?

Hon. Mr. Potter: At any rate, Ottawa has now decided that they are not going to cost-share in that, so I think that I should have an easier time of trying to get these services separated.

Mr. Haggerty: You can't have it both ways.

Hon. Mr. Potter: We don't want it both ways, we just want it one way. I am getting it both ways but I am not getting what you think.

Mr. S. Lewis (Scarborough West): Good God, has this committee been like this from the beginning?

Hon. Mr. Potter: Just about, yes.

The community services that the hon. members spoke about, again are a part of the overall community health services that I agree necessarily have to play a big role in this type of programme. I am sure you will agree that in developing these services we must include all the voluntary agencies, because in my experience, it doesn't matter whether it has been in the social field or in the health field, the success of any of these programmes has depended tremendously on the interest and co-operation and assistance that we get from the voluntary agencies who have so much to contribute.

I would agree that it requires a tremendous amount of co-ordination and a tremendous amount of planning, but again we can work toward it. But there's no way that we or anybody else is going to be able to get this started overnight or even in a year or two.

The ageing population is a problem that we are all faced with. One of the big difficulties is that with wonder drugs, antibiotics and so on, we have extended the lives of individuals, yet while they live longer they are not necessarily healthy. They are living but they are living with problems that must be dealt with, and this must be handled through an extension of our rehabilitation programme and an extension of our community service programmes, so that we can get the services to the people as efficiently as possible when they need them.

It has been suggested that many of these people have difficulty being admitted to hospitals and reference was made once again to the fact that in England this is possible. Maybe things have changed in the last few months, but when I was in England in August one of the big complaints was with the two-tier system of health services — in other words they have over there a programme for the rank and file and one for the wealthy; the rank and file can wait anywhere up to 18 months or two years for a hospital admission but if you have the money and are prepared to pay your way then you can be admitted within 24 hours.

We don't want that kind of a system in here and as far as I am concerned we won't have that kind of a system over here. We are determined we are going to have a public health system that's available to everybody; the same type of service, whereby it doesn't matter whether they have got any money or they haven't got any money, they are going to be treated the same way. But certainly I just can't buy the suggestion that

if we were to operate the way they do over there, there would be more services available to the public.

A great deal has been said by the member about community health centres. Our approach has been to encourage and—

Mr. Chairman: Order.

Hon. Mr. Potter: —identify several aspects which eventually come together to form a reasonable approach to what we refer to as community health services.

Attempts to force these forms of services and communities have been most unsuccessful, such as in Saskatchewan and Quebec, where they have been expanding this programme. It has been very definitely pointed out by Dr. Ralph Robertson, in his recent study on health care in Canada, that it must not be forced. Perhaps I can read from it. He says:

If it were a question of starting from scratch, the course of action would apparently be simple enough. Few would doubt, in theory, the superiority over our present system of a series of well-distributed clinics offering a full range of services available to all at all times and linked with the other health care services. Fewer still would suggest that the way out of the present difficulties would be to multiply our present methods to put out more doctors to practise in the traditional fashion. [And then he goes on to say]

But to scrap what exists in order to build anew or to embark on an extensive programme of additional facilities would be shortsighted in the extreme for a number of reasons—the main ones being that no one knows what is needed nor what can be managed. It is not known that community clinics are the panacea for the delays, the confusion, the lack of attention or the high costs that are complained about, but it would be well to find out before plunging too far.

It is surely obvious that there is no single approach, that what is required to bring about significant improvement in care may be very different in different localities. If, as is presumably the case, the eventual objective is a basically uniform system within each province, the approach to it should be measured and until sufficient experience has been gained, should be gradual.

Well, Mr. Chairman, while health centres represent an organized system, I feel too

that they will be different, both qualitatively and quantitatively, at various times and in various places.

We've heard from the member his concept of what the community health centres should be. I personally believe that they should be organized and located so as to provide available and accessible primary ambulatory care of high quality to an identifiable group or community or whatever you want to call it.

I think they should be organized so as to make maximum use of person and physical resources by appropriately substituting lesser-cost methods for greater-cost methods; that is, ambulatory care for acute general hospital care or a nurse practitioner for physician care, and so on. I think that they should be associated with a network of other facilities and services with compatible information systems, so as to make possible the provision of total care, and that we should use modern methods of organization and management which would be effective in developing the team approach.

I think, as Ralph Robertson suggests, that they can be of varying size depending on their origin and the needs of the community or the area that they are going to serve; that they should be sponsored or governed by a community or a consumer group or another type of organization; and that they may provide varying degrees of secondary care which would be associated with a small hospital.

Depending on the size and the nature of the population that is being served, I think we must emphasize very heavily, as I said earlier, the socio-economic and the preventive aspects of care. I think this would be particularly in so-called low-income areas. This is something that in Montreal, with the one unit there which is working out so successfully, they have found to be so important.

Where a health centre develops as part of a new community—and perhaps in the not-too-distant future we will have an opportunity to develop it there—it may extend substantially into preventive aspects, even to the extent of providing services and facilities for proper physical-fitness programmes.

Professionally sponsored and developed health centres may have an element of profit, both as a return on capital and as an incentive for the private sector, perhaps, in becoming involved. I don't know.

We've heard a lot about the economies that can be expected from health centres. There is no question in my mind that we can economize by making use of less-costly facilities, such as we are trying to do in the province today, and cutting back on the more-costly active treatment facilities. There are savings to be realized by decreasing unit cost per service. For example, a doctor and a couple of nurse practitioners can handle more patients more effectively, and more economically, than two doctors, perhaps.

If we expand our socio-economic and preventive-care programmes, which would be more possible through the development of these facilities, then obviously there would be long-term probable savings. But certainly we haven't enough evidence at this time to give us any idea of what it would be.

Perhaps I could refer to a recent report in the CMA Journal of Oct. 6, which relates to a recent study on the Saskatchewan community clinics which was released by the Saskatchewan government. It suggests that the community health association clinics do contribute to lower hospital utilization rates, but that in terms of the total health-care programme they fail to provide a less-expensive means of delivering health care. But then they went on to say that the data that they have accumulated indicates that the budgets provided the clinics are approximately equal to the amount the province would have paid in total per patient through their other health-delivery systems. They also went on to say that while the study was reluctant to say that savings—

Mr. Haggerty: What book is that from?

Hon. Mr. Potter: Oh, the Canadian Medical Association Journal.

Mr. Haggerty: Can you send us a copy?

Hon. Mr. Potter: Sure.

Mr. Singer: What month is that? Give us the reference and we'll read it.

Hon. Mr. Potter: They didn't feel that any savings would be realized without a reorganization of the system which would include a substantial reduction in hospital beds, because as long as the beds were there they felt that they would continue to be used.

Mr. Lewis: What is this you have been quoting from?

Mr. Haggerty: That's not the case here in Ontario. The beds are here but not being used.

Hon. Mr. Potter: This is a report, a study on Saskatchewan community clinics by Milan Korcok.

Mr. Singer: It is published in the medical journal of what month and what year? Let's all read it in our leisure time.

Hon. Mr. Potter: It says, "The Saskatchewan government has released a study suggesting that the community health association clinics—" I am just trying to—

Mr. Singer: Ah come on.

Mr. Chairman: Mr. Dukszta raised community clinics at some length and the minister is responding.

Hon. Mr. Potter: I didn't bring it up.

Mr. Lewis: Excuse me, Mr. Chairman, this is interesting. He just read a heading. The Saskatchewan government released a report on the community health association centres, I take it. What is the CMA Journal, what month is it?

Mr. S. W. Martin (Deputy Minister): Oct. 6, 1973.

Mr. Haggerty: Right up to date.

Mr. Lewis: I will find one.

Hon. Mr. Potter: The member discussed the advisability of keeping senior citizens in their own homes as long as possible, and again this is one of the reasons for the development of the home care programme. I feel that there has been too much of a tendency over the past 30 years or 40 years to become institutionally oriented. Not only members of the profession but the public generally have come to expect institutional care to be the only type of care that we can use, and then, of course, since then we have had senior citizens' residences.

I truly believe that as the home care programme progresses, and we re-educate the public to stay in their own homes, and we provide through the home care programme the assistance that they need, they are far better to carry on in their own homes as long as possible rather than put them in—

Mr. Haggerty: But they can't qualify under the regulations that you have now for that home care. You will have to make some improvements there.

Hon. Mr. Potter: —rather than put them in some type of institution for this care.

A great deal of organizational expertise, of course, is required in seeing that these services are made available and this is being done through the programme. The suggestion was made that we must have greater input at the local levels and that the public must become much more involved. This is what we hope to achieve with the formation of health planning councils, which will be set up by the local areas and consist of residents of the local areas to do the necessary planning and administration of these programmes.

He later brought up again the difficulties in being admitted to medical schools. I had discussed this earlier, I don't think I need to go back into that any further. One of the comments he made related to the fact that the public generally had nothing to say about the admission to medical schools. I just don't know what he means by that. Certainly government doesn't have anything to say about it.

He then went on further to speak about the Hospitals Appeal Board and the fact that a member of the Hospitals Appeal Board said that he did not feel that it was the right of any doctor to be on any hospital staff. All I can say is that maybe I am speaking out of turn, but I agree with what the member said. I said this when I introduced the bill and I said it here earlier today, I just don't believe that any doctor has the right to be appointed to any hospital board and I think it is necessary that the administration of the hospital do have the authority to decide who they are going to have there.

We have an appeal mechanism established, and as was pointed out today there is a flaw in that appeal mechanism which we hope to correct. But I just can't see how there could be criticism of anybody saying that any doctor shouldn't have the right to be on any hospital board that he thinks he wants to be on, any more than anyone else has the right to decide that he is going to be appointed to any particular body — a school teacher, for instance, can say she has the right to say she is going to teach at a certain school. It just doesn't make sense.

The team approach, of course, is part of the community health services that we have talked about in the past. I think it is necessary that we do develop the team approach. I am sure you people have been as inundated as I have with letters from optometrists, and letters from ophthalmologists who were very concerned because I suggested that, looking into the future, I hoped we would develop the team approach. I hoped

that some day we would have eye clinics in which we had ophthalmologists, a couple of optometrists and an optician working as a team.

And of course, as soon as I said that, and I've no doubt it will happen again, everybody immediately got up in arms and said: "Ah, what you are saying is an optician is the only one who can fit glasses, and an optometrist is no longer going to be able to fit glasses, and an ophthalmologist can't do refractions."

Well, of course, nothing is further from the truth. But I think that all of us are working toward the same end as far as the team approach to health services is concerned.

I think, Mr. Chairman, that covers pretty well those two members.

Mr. J. Root (Wellington-Dufferin): Pardon?

Mr. Singer: He deserves a half hour reply at least.

Mr. J. A. Taylor (Prince Edward-Lennox): They were very penetrating questions.

Mr. Singer: I agree, I agree. Give him half an hour.

Hon. Mr. Potter: There is no sense in bringing these things up if you don't want them to be responded to.

Mr. Singer: Oh, please do.

Mr. Chairman: Order please.

Mr. Singer: Don't be deterred by us.

Mr. Root: You should be discouraged that I haven't asked a lot more.

Hon. Mr. Potter: Well, you know, I haven't been deterred by you for a hell of a long time. I don't see why I should start now.

Mr. Singer: I know that. That's the trouble. There is \$2.2 billion and the opposition gets what? How much time? Thirty-six hours?

Hon. Mr. Potter: I think that is right. I hope the press draws to the attention of the public that the opposition has certainly done a very poor job of allotting their time to estimates. If anybody would go back over Hansard they would see the amount of time that has been wasted, I am sure, over the past few weeks in some of the estimates. The time could have been reserved for here

and we would have had a better opportunity—

Mr. Ruston: This is the first time we have had a filibuster by the cabinet minister—

Hon. Mr. Potter: We would have had a better opportunity to—

Mr. Ruston: What is the matter with you, John? Don't point your finger at me.

Mr. Root: I've timed you.

Hon. Mr. Potter: Mr. Root brought up several questions. He first asked about the guidelines for hospital beds.

Mr. Singer: I am sorry you are embarrassed, John, by what he did to you.

Hon. Mr. Potter: He then went on to speak about guidelines for nursing-home beds and other types of accommodation. For years guidelines were on the basis of beds-per-thousand population. Indeed, that is what got me so concerned some years ago—the fact that we were told that we didn't need beds because the ratio of so many per thousand is all that is needed; and that we had more than that, and there is no more needed in the area.

We are attempting to provide accommodation on the basis of what is needed. We know that in some areas of the province there are a larger percentage of people over 65 who have retired and require a retirement type of accommodation; more nursing home accommodation.

There are other areas of the province where they wouldn't require so many. One area of the province will require a higher percentage of active treatment beds than another, according to the types of industries, the climatic conditions, and so on.

This isn't easy. It isn't easy to find out what the actual needs are. It is very difficult to determine. You get in touch with municipalities, you get in touch with hospital boards, administrators, and try to come up with this type of information—and it just isn't available.

Very often, for instance, you'll have people say: "Oh my God, there are hundreds of people here in this community waiting to be admitted to a nursing home." And then when you finally get down to it and start sorting it out, the hundreds don't turn up.

We are sending out this month, with the OHIP payments, a letter to all of the physicians in the province spelling out the difficulties we are having with them and asking them if they would let us have, as

early as possible, the names, addresses, diagnoses, length of illness of patients who require accommodation that isn't available to them; patients that they are treating, that they know of because they are treating—so that hopefully we will avoid duplications.

Mr. Lewis: Is that for nursing homes?

Mr. Haggerty: I have a list here if you want it now. There are 202 in my regional municipality.

Hon. Mr. Potter: No, I'm asking for this for all types of accommodation. I am trying to find out what the actual needs are.

Mr. Lewis: Why don't you tell us about your meeting at the Belleville hospital last Thursday and the problems of moving people out into the community in your own riding?

Hon. Mr. Potter: I'd be delighted.

Mr. Lewis: Okay.

Hon. Mr. Potter: Maybe you'd tell me about your meeting? One thing you did—you sure found a good place to go. I realize that.

Mr. Chairman: Order.

Mr. Lewis: But you stumbled on a crisis in your own community but you've not yet made a move on it.

Mr. Singer: Would you give the rest of us a chance to participate in the debate some time before it's over?

Mr. Chairman: Order. This is a most appropriate committee for the cut and thrust of debate because if any blood is shed we've got all kinds of help.

Mr. Singer: Yes, we've got everything except time.

Mr. Chairman: I think we should permit the minister to respond to the member's comments.

Mr. Lewis: Just a friendly question to him, about the community?

Hon. Mr. Potter: Mr. Root asked several other questions, one concerning—

Mr. Ruston: He has forgotten now.

Hon. Mr. Potter: —the VD incidence in urban areas.

Mr. Singer: As contrasted with rural areas in particular sections of the province.

Hon. Mr. Potter: From the information we have, cases that were reported in 1972—

Mr. Singer: There's a lot of it around.

Hon. Mr. Potter: You seem to be an expert on it.

Mr. Singer: No. I just read the papers and I'm waiting for your interesting information.

Hon. Mr. Potter: Our information is that 80 per cent of the venereal disease reported in Ontario comes from predominantly urban areas; nearly half of the total number comes from the Metropolitan Toronto area of the province.

Mr. Singer: If we could do away with Metro this would solve half the problem. You could shoot all the people in Metro and that does away with half the VD problem.

Hon. Mr. Potter: The other question that Mr. Root wanted answered was related to research into alcohol and drugs and some indication of the cost of these things to the taxpayer. I have here Mr. Archibald, the director of the Addiction Research Foundation, and I would like to ask Mr. Archibald if he would explain to the members—

Mr. Haggerty: We're not in that vote.

Hon. Mr. Potter: —what this is all about when the opportunity arises.

Mr. Chairman: If Mr. Archibald can make a fairly brief and general response to Mr. Root's question, that's fine.

Mr. Singer: Come on, now. That's in vote 2703. Let's reserve him for that if we get to vote 2703.

Mr. Chairman: Okay. So that we will know where we are going, we are on vote 2701, any item in it. The next speakers on the list are Mr. MacDonald, Mr. Beckett and Mrs. Campbell, if she arrives. That's the alternating order. Mr. MacDonald, you have the floor.

Mr. Singer: Do you have me on your list?

Mr. Chairman: You're on the list, in order,

Mr. Singer: I'm sorry.

Mr. MacDonald: Mr. Chairman, I'm in a particularly unprovocative mood tonight and I want to pick up on the minister's comments in the course of his response with regard to health community centres and the role which they might play in providing more effective

delivery of service. My colleague, Mr. Dukszta, in leading off on this estimate, devoted a considerable amount of time to some of the theories with regard to the ways and means of establishing centres. I must confess that when I hear these theories now I feel I'm somewhat in the position of the young lady who got married. When she got married she had six theories about how to raise children until, at some later point, she had six children and then she had no theories.

An hon. member: That's usually what happens.

Mr. MacDonald: I have been deeply involved for a couple of years—nearly two years now—in the establishment of a centre in the borough of York along with local agencies and with government departments, both federal and provincial.

I'd like to emphasize at the outset that I find it a little bit regretful that we persist in calling these health centres because I think, quite frankly, everybody who is interested in this recognizes that we are not talking about health centres. We're talking about a community service centre which will co-ordinate the delivery of health care and the services of all of the other social agencies, whatever be the appropriate name; in our instance it's simply York Community Services Centre.

I could go on for literally two or three hours. I have refrained from speaking on this topic over the last couple of years because it has been slowly emerging and sometimes the birthpangs have been rather great. Until the thing actually gets under way, which will be early in the new year, I felt it was wise to sort of hold my peace until we had the pattern established.

Another point that I think should be made is that in this instance the medical component is not going to be the largest component. Indeed, there will be one full-time doctor on staff with a contract that the centre has signed with OHIP. We hope to have a rotation of general practitioners from the community through the service centre so that it will help to beef up the health component but, even more important, it will introduce doctors to all of the other services that are there for the non-medical needs of their patients.

There will, of course, be co-ordinated with it the psychiatric units from Northwestern, when it is built, from Humber and Lakeshore now, and the local public health unit,

which is moving in a significant part of its programme.

The objective is to get co-ordination in the first instance and hopefully, at some later stage if events prove this to be possible, a deeper integration of the delivery of health and social services.

The only other point, Mr. Chairman, without going on at great length tonight, is that we have discovered that there is a very great recognition among agencies that there has got to be some different kind of pattern.

We thought that it was maybe going to be difficult to persuade the agencies to come under one roof and become part of the whole team approach. We have now, believe it or not, reached a point where the centre has 26 different agencies that are committed to the concept and who are going to have part-time or full-time staff working on the team. So the problem is not to get the agencies; in fact, at this point I think we are going to have to draw the line because of the physical limitations of the space within the building.

These agencies, just to give you a brief glimpse of them, include private agencies like the Mental Health Association, the Children's Aid Society, the Catholic Children's Aid Society, COSTI, the John Howard Society, the York Information Centre, which is primarily Italian, in the borough of York, and the Weston Information Centre, which is primarily an English-language centre, and the Big Brothers.

In addition, we have such government agencies as the Addiction Research Foundation, the Metro department of welfare, visiting homemakers, Legal Aid, probation services, and so on.

In short, there will be a very complete opportunity for co-ordinated delivery of services so that if a woman comes in and she has a medical need and the doctor discovers that her medical need is really the minor concern, that her problem is her husband is an alcoholic and her son is in trouble with the law, presumably she is not going to leave the centre without being given some assistance that would ultimately benefit her husband and her son.

By way of conclusion, there are one or two points in the operation of this kind of a centre which I think are worth noting at this time. One of the areas of great criticism at the moment—indeed, my colleague was just whispering to me a moment ago, and I really can't blame him—is that everybody talks about centres but there is no govern-

ment thrust for their establishment. I think if the brutal truth be told, governments aren't exactly certain what kind of centres they should be and how to go about establishing them.

The whole purpose of this objective, which is involving a couple of provincial ministries, as well as the Workmen's Compensation Board, and Manpower and Unemployment Insurance from the federal government because of their importance as a service within the community—I think the whole problem here is to find out how best you can build such a centre and, indeed, whether or not all of these agencies will come under one roof and live and work together.

To be brutally frank with you, they have all developed empires; they all have their own version of a parochial approach. One of the real difficulties is to get them to break that down and to work on a team, to say nothing of some of the legal difficulties of sharing information for which there are restrictions that have to be examined and perhaps eliminated if you are going to have a genuine team approach.

In the centre, which is now operating under a management board made up of one person from each of the agencies that happens to have accepted the concept and assigned part-time or full-time staff, we are very anxious to have as effective as possible a research component for our own guidance as well as to assist the provincial government in assessing the operation of the centre. The Ministry of Health has assigned a person from its research and analysis branch, and he is free to attend all meetings of the centre's management committee. The Ministry of Community and Social Services has a member who is on that management committee, and in addition, the Ministry of Community and Social Services—though conceivably it may be through the two ministries and the Provincial Secretary for Social Development—hopes to appoint one or two people who will do a detached research job on this over the first two years of the experiment so that you will have that detached and objective view rather than a view from people who are involved in it on a day-to-day basis.

So from our point of view and from the government's point of view, in terms of whether or not this offers an answer, a model that might be duplicated across the Province of Ontario in other communities, there is a great deal of effort to study the whole development to come to the appropriate conclusion in light of our experience.

Just this final word as far as the borough of York is concerned—the one thing that has come through clearer than anything else is that you can't conceive of a model in Queen's Park or elsewhere and go in and apply it. It must be an indigenous development that grows out of the circumstances and the particular needs of that community.

In the borough of York we have found that there has been an astounding response, I think in part because of the fact that through an accident of history, believe or not, there is only one private social agency that is physically situated in the borough of York, namely, the Family Service Association. All the rest of them happen to be situated downtown or in North York or in Etobicoke, and York is just a part of the empire, so to speak, the hinterland of the empire. What's going to happen in terms of this area—like the problems of the area that Mr. Duksza was speaking about where they are working toward a centre—what's going to happen in the borough of York is that literally overnight almost every conceivable agency will be working right in the borough, and therefore hopefully will be meeting the needs of the people in that area much more fully than ever before.

Mr. Chairman, I said I could go on for a great length of time on this. Indeed, once we do get into operation and have a few months of experience under our belts, come the next session I intend, for whatever benefit it may be to other members of the Legislature in terms of a model that they might consider working on in their own area, to give a rather detailed story on it.

I think it does raise this question, if I might, Mr. Chairman, just before I hand over the floor to somebody else. I would ask the minister how many such models or experimental projects are there across the Province of Ontario, and to what extent is the government as a whole—your ministry and the two ministries combining—willing to give the necessary funding that is required to do the experiment and to get these off the ground in more instances across the province.

Hon. Mr. Potter: Mr. Chairman, as the hon. member has said, both this ministry and Community and Social Services have been working with him for quite some time in helping provide assistance to develop this programme. As he has pointed out, it takes a long time, it takes a lot of people, it takes the initiative at the local level and I think

he will agree that they learn as they go, is this not so?

Mr. MacDonald: Fair enough.

Hon. Mr. Potter: There's no question about it, I am looking forward to seeing this thing open, because we are going to learn many things as a result of this project. Whether or not it can be used as a model that can be duplicated in other parts of the province, is something we will learn as we go along.

In Quebec, they found it just didn't work out quite that way. The one at Pointe St. Charles, as you know, where Dr. Katz is, has been most successful. It started, he tells me, in a similar manner as you have been doing here, working from the ground up with people concerned, developing it and working in it. But Castonguay told me some months ago that when they tried to use this as a model, duplicate it and set it down in another community and say, "Now, here it is, use it," they had a great deal of difficulty. It just doesn't work out quite that well, so that we have to learn as we go. I am delighted that it is coming along as well.

You have asked how many models there are such as this. We have several pilot projects in the mill, 11 to be exact. Dr. Reid is here. Perhaps he can tell us if there are others of this exact nature or how the others are working. When Dr. Reid is through, if you would like, we have a project team now set up under John Aldis to work with community and professional groups as you have described, to help develop community centres or service centres of this nature. I would like first of all to ask Dr. Reid if he would tell us briefly about these other projects and then ask Dr. Aldis if he would tell the committee what his team is doing and how they propose to expand their responsibilities.

Mr. Chairman: Dr. Reid, would you come to a microphone, please?

Dr. G. W. Reid (Executive Director, Research and Analysis Division): We are, from the ministry, currently supporting directly about 10 of these experimental projects. We have over the period of the last two or three years supported some 14. These community health projects are in a variety of settings. The main emphasis at first was to create community health enterprises in association with family practice teaching in order to encourage the teaching of family practice both

at the undergraduate and the post-graduate level.

Now we have a pattern of family practices which have been formed in association with each of the medical schools; at Western; they have two in London; one is being developed also about 10 miles from London in a country and rural setting. We have others in association with McMaster; a variety in Toronto; two in Ottawa and there is one being developed at Queen's. This was the first priority.

In addition to that, as you know, there were the two health centres at St. Catharines and at the Soo, primarily under the aegis of labour union encouragement, and there is some greater experience with these two.

Beyond that we are now moving, or there have been movements, toward creating community health developments. We have, for example, one here in Toronto's Regent Park, which is being developed to attempt to create a better form of service for a community which is in need of improved health care. There is another one called Springhurst in Toronto also. You have heard from Mr. MacDonald of the development in York.

Mr. Singer: Lawrence Heights, Mount Sinai; an offshoot of Mount Sinai?

Dr. Reid: Yes. Also there is a comparable development in Ottawa and lower town Ottawa, which is again a combination of a sort of community service centre combining health and social services.

The other major development which I must refer to, of course, is the northern Ontario medical programme which has been developed in northwestern Ontario, primarily due to the, shall we say, progressive attitude of the new medical school at McMaster which has encouraged the development of community health facilities in some of the smaller communities such as Dryden and Atikokan in northwestern Ontario. McMaster is sending young doctors, residents, and also nurse practitioners to work in northwestern Ontario.

There are other experimental models. There is one in Smithville and also in Burlington where they are trying out and evaluating the performance of nurse practitioners. So there is now, shall we say, a pattern of development across the province which is certainly arousing interest amongst the medical community, and the health professions in general. And some of these models are being evaluated on a scientific basis and

they should, within another two years or so, be productive of some worthwhile results.

I think, sir, that would be as far as I could—

Mr. MacDonald: Mr. Chairman, could I ask the minister, or through you, Dr. Reid a question? If there is general acceptance of the fact that health services should not be delivered in isolation from other social services, to what extent is there any government effort, either through this ministry or through the Provincial Secretary for Social Development to broaden the original concept—which I think is now out of date—of trying to develop health services in isolation? In short, to bring in the other social services and get their delivery co-ordinated?

Hon. Mr. Potter: I spoke earlier about the co-operation that we are getting between the ministries now, and the fact that the deputy ministers are now doing this. Perhaps Mr. Martin, who is actively involved, can tell you precisely what they are doing.

Mr. Martin: Mr. Chairman, in reply to Mr. MacDonald's question, we have just completed, between our two ministries, a fairly intensive review of the total institutional structure of each. This, of course, relates to the institutional care programmes that we are involved in, and we are now into the very element that you are talking about, having completed the institutional reviews.

What we are trying to do is find out the similarities and differences of access, and come up with the whole answer because there are two separate areas here. It must be confusing for the public to have different admission standards, and conditions that apply. Having just completed taking a good look at the institutional side we are now on the services side, because we recognize that here, too, things have to be put together in an orderly fashion within. This should be possible within the new development of the organization of community and social services, which in many respects parallels the organization of our own ministry. So we have task forces working on this because we recognize the very point that the member was making, Mr. Chairman.

Mr. MacDonald: Well, I just make this point, Mr. Chairman, and leave it. It seems to me that if there is agreement—and I sense it is overwhelming agreement—that you have got to get away from this category "isolated delivery of services," then sometime very soon that kind of thrust in government policy

has got to emerge, otherwise you go on in the old models of building a health unit here and not getting that kind of co-ordination.

I have the impression that the social agencies themselves, particularly as they find it increasingly difficult to raise their funds through the United Way and so on, are recognizing that there has got to be an elimination of waste, perhaps a less-expensive delivery of services. And without the kind of leadership that will have to, in my view, come from the provincial government, we are going to drift on in the old models an unnecessary length of time.

In short, I would hope by next year that the kind of thing that the deputy has just referred to would have emerged into a policy decision, so that we won't be drifting any longer. Now you may have to wait for two or three years before you come to conclusions on exactly how you build the centre, but at least as these things are emerging they are not emerging as "isolated delivery of services" but "co-ordinated delivery of services."

Mr. Martin: On this score, we talk about the institutional side first, because basically we realize that in planning for new institutional studies these have to be planned in conjunction between the two ministries.

Hon. Mr. Potter: As you discussed with me earlier, you hoped to have that open early in February.

Mr. MacDonald: It's actually in operation now. The full operation will be in the new year when certain renovations make it possible to get the full health component in.

Hon. Mr. Potter: I would imagine that, as time goes on, you'll learn too, if there are not things to be changed, it will be most unusual, won't it? But you learn as you go along, so that a year from now we would certainly have a pretty good evaluation of that particular programme, which could be a beginning—

Mr. MacDonald: Dr. Young from your ministry and Bryce Harper from Community and Social Services have been incredibly regular attendants at fortnightly management meetings so they're getting a picture of the problems, I can assure you, on a day-to-day basis.

Hon. Dr. Potter: Dr. Aldis, would you tell the committee about the project team that

you are now heading up to work with the community and other workers in this area?

Dr. J. S. W. Aldis (Chief Executive Officer, Project Development and Implementation Task Force): Mr. Chairman and Mr. Minister, I have been directed, as you know, to develop a project team and to get together a group of people to implement just the type of programme that Mr. MacDonald has been talking about. We are just in the formative stages now of getting the people together.

We already have, I would say, some 15 or 20 groups, some of them community, some of them medical clinics, some of them small hospitals, but all representing groups of people interested in moving into co-ordinated health services delivery and community services delivery of this kind. I have no doubt that very shortly we will be dealing in and probably developing other centres very similar to the one in York. This is a model which originated basically with the social services rather than the health care services, but it can get started in either place depending on the community.

We are finding for example, that many of the small communities across the province are concerned at the lack of availability and accessibility of medical services. They are now wanting to broaden out, not only to make the health care services more available and accessible, but also to bring in all the social and the health care services that are in their communities. In addition, we are getting a remarkable response from some of the major medical centres and some of the major clinics in the province. We are getting response from small community groups in major cities. We are getting responses from small hospitals, all of them will act as a nidus for the development of, I think, the type of thing that you're talking about.

As I say, we're only in the formative stages at the moment, but we intend to encourage, to support, to give advice, and to help these groups in any way that we possibly can. What we are aiming for, of course, in the end is the development of a totally new primary health care system in the province which will provide just the type of broad, combined social-health care service about which you are talking and which is the only type of service which can be effective in this country in this day and age.

Mr. Chairman: Mr. Beckett.

Mr. R. B. Beckett (Brantford): Thank you Mr. Chairman. Do I understand correctly that you're going to permit questions under this

vote that cover such things as nursing homes, for example?

Mr. Chairman: It was agreed at the outset this evening that we would permit all-encompassing discussion—

Mr. Singer: Oh, no, that wasn't agreed.

Mr. Chairman: Yes, that was agreed. At Mrs. Campbell's request it was put to the committee and it was agreed. The vote on the motion, of course, will be on vote 2701.

Mr. Singer: No, we didn't vote for that.

Hon. Mr. Potter: She asked for it.

Mr. Chairman: She asked for it and the committee agreed, because of the shortness of time, that if we do not permit members to examine various aspects of these estimates many of them may go unexamined. Mr. Beckett, will you proceed?

Mr. Beckett: Mr. Chairman, Mr. Minister, I'm very concerned about what I consider to be an acute shortage of nursing-home beds. I gather it exists in large parts of the province. I know it definitely does in my area. My first question is, relative to the nursing home situation what is happening there? As far as I'm concerned, there definitely is a shortage in my area and I would like to see some permissions granted so that persons who are ready to construct nursing homes will do so, therefore providing a service which is badly needed.

Hon. Mr. Potter: Yes, I spoke earlier about the nursing homes in the province and those that have been approved and licensed and are coming under construction.

Perhaps you would like to hear from Mr. Chatfield, whose responsibility is in this particular area. He can tell you himself what he and his branch are doing and how they are doing it.

Mr. G. J. Chatfield (General Manager, Direct Services Division): Mr. Chairman, Mr. Minister, in this particular area of developing additional nursing home beds, we are working closely with the planning people on hospitals to integrate the planning of hospitals and nursing homes and other institutions.

Several factors in each community are being examined—the existing licensed nursing home beds available, the geographic location within a community, and the nursing home beds that are under construction. We now have something like 23,000 nursing homes licensed and another 4,000 under construction or approved by the ministry.

We are looking at utilization factors relating to visiting nursing homes and the homes for the aged programme; the existing extended care beds in the homes for the aged, which represents almost 12,000 of the current 30,000 beds being utilized for the extended care programme.

And of course we are looking at things such as the waiting list for extended health care—which we have readily available to us through the application mechanism—and also the age distribution of the residents in a particular community.

As you appreciate, the nursing home programme specifically, although not totally, is related to the senior citizen group, and something in excess of 87 per cent of all licensed nursing home beds in the province are being occupied by persons over the age of 65 under the terms of the extended health care programme.

So these are the types of criteria which we are currently examining with a view to establishing nursing home beds where they are needed in light of these criteria.

Mr. Beckett: Well, that's a very nice general answer and I thank you for it—but it doesn't help in any way, shape or form as far as I am concerned in my riding; because you have, to my knowledge, been examining the thing for so long that I am sure your statistics must be out of date by now.

Mr. Chatfield: Well, we try to keep them current.

Mr. Singer: You will see from the annual report how current it is—the one that is at the printers.

Mr. Beckett: Then can we go to the question of physiotherapy clinics then, please? The policy of the ministry on the licensing of physiotherapy clinics.

Mr. Martin: I think, Mr. Chairman, what the member is referring to is what we call the private physiotherapy plan; and as conceived this programme provides approving a certain number of facilities throughout the province for participation of physiotherapy services on a basis other than in a hospital setting.

The policy at the moment is that, by and large, the number of outlets that have been approved as recognized to provide services under the health insurance plan are about equal to what is needed. Pending some further clarification of the relationship of this service in relation to the total health care

delivery, the question of any outlets is in a hold position.

Mr. Beckett: It is what, sir?

Mr. Martin: It is in a hold position. We haven't approved any more outlets for a couple of years anyhow.

Mr. Lewis: You are not a pilot, you are a deputy minister.

Mr. Singer: That is \$70 million we are holding.

Mr. Chairman: Order, please. Mr. Beckett.

Mr. Beckett: Well, am I not correct in believing that there was one issued recently in London, Ont.?

Mr. Martin: Not to my knowledge, Mr. Chairman.

Mr. Beckett: So you are in a holding position on that particular item?

Mr. Martin: That's right.

Mr. Beckett: My next question then is regarding the progress of district health planning councils. I believe the last information was that there were going to be five. When can we hope this facility will be more available to other parts of the province?

Hon. Mr. Potter: We have, as you are aware—

Mr. Lewis: If you are not, you better be.

Hon. Mr. Potter: —three area co-ordinators at the present time who have been working in several areas of the province. Ottawa is now ready to pretty well move ahead. The Niagara region is ready to go ahead. I hope that we will have these two set up before the end of the year.

There are other areas in which discussions are going on. Hamilton has had an organization for some time, which is a pseudo-type of health planning council. We are hoping they will be able to make some changes and become set up along the lines we've been suggesting.

In other areas, Thunder Bay is progressing quite well. Oshawa and the Peterborough areas are now having discussions. Sudbury has been pretty slow in moving, but I think we are finally reaching the stage when they are going to be prepared to discuss it.

As we said earlier, we depend on the local initiative to start these programmes in the area. We don't want to impose them on any

particular area, but more and more we are getting areas that are interested and gradually asking that we send one of our area co-ordinators up and start discussions.

I don't think there is any more than those, is there?

Mr. Martin: Just the four.

Mr. Beckett: Well, I would hope you would put on your list the fact that Brantford is very anxious that you should promote or carry on with their local initiative on the follow-up from the old hospital planning council which they had there before. Now, I recognize that this is a broader scope and it is an administrative body, but they are most anxious that something should be done in that area.

Hon. Mr. Potter: Well if they are and if they have been in touch with the ministry, I'm sure that it would have been turned over to the area co-ordinator for that area and he'll be getting in touch with them. If we haven't got their correspondence, I hope you see that we do get it very shortly.

Mr. Beckett: My next question is relative to what I consider to be some problems between your ministry and the Ministry of Community and Social Services. It is between the policies of homes for the aged and nursing homes. I believe there are people in homes for the aged who should be in nursing homes. It seems to me an odd situation for two ministries. What is happening there please?

Hon. Mr. Potter: Well, we've already answered that twice previously.

Mr. Beckett: Well, may I be refreshed, please?

Hon. Mr. Potter: Earlier this evening we got onto this. The extended care facilities in homes for the aged, up until two months ago, were funded through this peculiar funding system that Ottawa has, while patients that were in nursing homes outside of homes for the aged were not.

Of course, I'm sure that you agree that in the interest of the taxpayer of the province, there was no enthusiasm for removing these patients into other nursing homes. But right now there are retirement homes, if you like, in the province that are running up as high as 70 and 80 per cent in the number of patients who should be in other types of accommodation—either in nursing homes or chronic hospital facilities. We are working with social and family services; with the committee that my deputy has already referred to.

This is one of the problems that they are dealing with.

We are trying to encourage the municipalities to go back to the days when the county home was truly a retirement home and was not a nursing type of facility. Some of them have gone this way to the extent that it would almost be more reasonable to turn it over as a nursing home and build a new retirement home; there are so many patients, in there, as I say, who require nursing home care.

This is being done in your riding, isn't it, Ellis?

Mr. E. P. Morningstar (Welland): That is right, sir.

Hon. Mr. Potter: What are they doing there? Are they turning over the old one or are they taking the patients out and putting them in a nursing home?

Mr. Morningstar: Putting them in a nursing home; that is right.

Hon. Mr. Potter: And then they will keep the county home for a retirement home?

Mr. Morningstar: As the Sunset Haven.

Mr. Bullbrook: Is the form of our dialogue such that when we get onto nursing homes, notwithstanding the propriety of your list, we can ask questions about nursing homes?

Hon. Mr. Potter: Certainly.

Mr. Bullbrook: I'd like to ask a question if I may?

Mr. Chairman: If Mr. Beckett has finished.

Mr. Bullbrook: I am sorry, I apologize.

Mr. Chairman: If you are following on Mr. Beckett's line of questioning, certainly; if it's in his line of questioning. Supplementaries are permitted.

Mr. J. Dukszta (Parkdale): But how many supplementaries?

Mr. Singer: We make up the rules as we go along.

Mr. Bullbrook: I wanted to ask, if I may, through you, Mr. Chairman, to the—

Mr. Chairman: Mr. Singer is the next speaker.

Mr. Singer: Thank you, sir.

Mr. Bullbrook: I have had a question on the order paper about nursing homes, which I take it is your responsibility, since March

20, 1973. It asks: What are the names of the nursing home operators who have been granted approval for construction of nursing homes since Jan. 1, 1972? How many beds is each operator constructing, or has each operator constructed? Where are the beds located? When were the applications for construction approved for each case?

I am very interested in knowing have you been ever asked by the ministry—I am sorry, by the minister—to provide answers to those questions?

Mr. Chatfield: We have provided these data previously. I don't, unfortunately, have all of the details which your question encompasses with me at the present time.

Mr. Bullbrook: I was just wondering why I have to wait more than six months.

Mr. Chatfield: You are asking for specific names of homes and owners who have been granted—

Mr. Bullbrook: I put it on the order paper because it required some specific information. I'm not asking you now. I'm interested in knowing how your ministry operates, really. After this length of time, one would have thought that I would have had an answer. I take it your response is that the information requested there was given to someone but just hasn't been replied to in the Legislature. Is that right?

Mr. Chairman: I don't think that's a fair question to ask a public servant.

Mr. Bullbrook: Why not?

Mr. Chairman: He says to you that he has gathered the information. The question as to whether or not it has been supplied in the Legislature—

Interjections by hon. members.

Mr. Singer: Ask the minister.

Mr. Bullbrook: May I say to you, most respectfully, that I intended to ask the minister afterwards. All right? I think we are dealing with the ability of this minister to handle his job. I must say that I've had this on the order paper since March 20. I wanted to know whether this—I understand this official and I apologize for not catching your name, sir, if I may—

Mr. Chatfield: Chatfield.

Mr. Bullbrook: Mr. Chatfield, I apologize. Mr. Chatfield, I am just interested in knowing

how it works, really. Surely you must recall, as head of the particular branch that is responsible, whether you were requested that such information be given to the minister? I think it would take all of 48 hours, I would guess, to get that information. It has been on the order paper for eight months. Had you given it to the minister? Can you tell me that?

Mr. Chatfield: The information has been collated. In that period of time, of course, it has changed as you can readily appreciate so it is being updated on a regular basis. Since April 1 of this current fiscal year, very few licences have been granted.

As I mentioned earlier, we have some 4,000 beds that have been approved. Most of these had been approved prior to the middle of this current year.

Mr. Bullbrook: May I point out to you that it hasn't changed? You see the question was on the granting of licences as of Jan. 1, 1972; that hasn't changed one tittle as you know. The number of beds granted concurrent with those licences hasn't changed.

I now ask the minister, if I may, through you, Mr. Chairman, did you ever get the answer to this?

Hon. Mr. Potter: No, but I'll get it for you. There is nothing urgent about it.

Interjections by hon. members.

Hon. Mr. Potter: There is nothing urgent about it, you'll get it.

Mr. Taylor: Mr. Chairman, I have a second question.

Mr. Chairman: Order, please. Mr. Taylor, you have a supplementary on nursing homes?

Mr. Taylor: Yes, I will address myself to the nursing home problem. What has concerned me has been the disposition on the part of the ministry to give so much consideration and weight to the institutionalized type of nursing facility rather than permit some of the homes that are operating now to continue to operate.

In other words, we have homes that are truly homes in the sense that while they are not designed in accordance with the current regulations and standards, nevertheless the people who run them are kind and compassionate. They are considerate of the residents within those homes. They give a love and affection for the people that often is not found in the more institutionalized type of accom-

modation. I think there is more to a nursing facility than merely the bricks and mortar. And while we have, on the one hand, a waiting list for people to get into nursing homes, at the same time we have pressures on the part of existing nursing home operators to cut back their beds because they don't technically comply with the regulations.

I know there is a mania today to institutionalize everything—including equality—and to create an homogenized society. But nevertheless, would not the minister consider permitting these existing homes to continue to operate pending the continuation of the operation of that home within that particular scope of management? In other words, could not that owner continue to operate as long as he or she owns the home and not cut back the number of beds? What happens is, by cutting the number of beds you put these people in a position where it is uneconomical to operate. If I didn't believe otherwise, I would think that there was a deliberate intent on the part of the ministry to put the people out of business.

Mr. Chairman: Order, please, Mr. Taylor.

Mr. Taylor: But we do have this need.

Mr. Chairman: Mr. Taylor, order please. I think perhaps I did permit Mr. Bullbrook to go on a little longer with a supplementary. A supplementary should arise out of an answer which has been given previously. And I think—

Mr. Taylor: Well, it was Mr. Chatfield's answer to Mr. Beckett that prompted my particular question.

Mr. Chairman: Yes.

Mr. Taylor: I'm concerned about the waiting lists in my riding at nursing homes and what the minister proposes to do in connection with those homes that don't technically qualify with the regulations but are being operated in a very good way.

Mr. Chairman: Okay. The answer please.

Hon. Mr. Potter: From the beginning we have stated that we certainly didn't want to put people out of business. We are in a position that we must guarantee there is good quality care, that the residents are treated in a kindly manner, that they have nice surroundings. When we brought in the new nursing home regulations we didn't anticipate that many of the older homes could by any means come up to some of the standards that we were asking for in the new

homes. We had told our inspectors that this is what we were particularly concerned about.

It is all very well to talk about the ideal situation—of square footage, and the amount of electrical power that should be available—but the main thing is the quality of the care, the kindness that the patients receive when they are there, the quality of the food, cleanliness. We are much more interested in this area. You are also aware there have been nursing homes in the province that didn't come up to these standards, and that we have had to continually keep pressure on them. Some of them in fact have gone out of business rather than provide the quality of care and service that we wanted.

But we are not pushing for the other standards that we expect in the new type of accommodations. I think Mr. Chatfield will perhaps enlarge upon this. I believe that was the general principle and trust that is what he has his staff working on at the present time.

Mr. Taylor: By that you mean will you permit those existing operators to operate without a cutback when they do provide that facility? In many cases, it is accommodation which is much better than those residents have probably ever had before now.

Hon. Mr. Potter: This is what we are trying to do. But there are some cases where cutbacks have been necessary. In the mind of operator there was plenty of room, but certainly in our opinion there was not. There were some extraordinary circumstances where there had to be cutbacks. There is no question about it. Because the crowding was such that you just couldn't allow it to continue. Within reason, this is the way we are dealing with this type of thing. I am sure that Mr. Chatfield can enlarge upon that.

Mr. Chatfield: I think most of the problem with respect to cutbacks was with the introduction of the 1972 regulations, in the extended care programme in April of that year, in which there was overcrowding in some facilities to the detriment of the patients. The vast majority, if not all cases, have now been sorted out. To my knowledge, we are not cutting back, as you put it, additional beds any more.

Certainly there is no intention to close out the small homes, to which I think you are probably specifically referring. Some homes, as the minister has said, have gone out of business since the programme came into effect, but homes were going out of business

as private enterprise ventures even before the programme came into effect.

Mr. Taylor: I have specific homes in mind and specific problems associated with those homes. Your speech has not been translated into action insofar as these particular homes are concerned. In some persons' estimation maybe we do have an overcrowding, because they do not comply 100 per cent with the square foot area that your regulations might prescribe, but nevertheless the residents within those homes are very concerned about maintaining their accommodation there. Their relatives are equally concerned. They like it where they are. The operator will find it most difficult to survive if the number of residents that you may propose is eliminated. I don't think the problem has been solved. I can give you names, if you wish.

Mr. Chatfield: Fine.

Mr. Taylor: You have them, I am sure, on your desk now.

Mr. Chatfield: As I said before, many of these problems did occur at the beginning. The inspecting and nursing consulting people that we have visiting the homes now are zeroing in primarily on the quality of care that is being given, quality of food and cleanliness of the facilities. They are backing away from what originally they were zeroing in on which were areas of accommodation in terms of square footage and so on.

Mr. Taylor: Who exercises the discretion?

Mr. Chatfield: We are now zeroing in on the important aspect of the programme, which is the direct care to the patients in the nursing homes.

Mr. Taylor: Who exercises that discretion?

Mr. Chairman: Mr. Taylor, I think we are going well beyond the bounds. It is becoming an exchange. I think a supplementary question should be to the point and an answer received, and if there are further questions to be asked, fine.

Mr. Singer was the next speaker. I think it is not fair really to keep extended supplementaries going and prevent somebody who wishes to speak when he has been on the list for quite some time. I will recognize Mr. Singer.

Mr. Singer: Thank you, Mr. Chairman.

Mr. Chairman, could I start by saying this. If my arithmetic is anywhere close to being

correct, this committee is being allotted some 10 hours of the whole legislative time to debate and question some expenditure of \$2,219,323,000, or roughly one-third of the whole provincial budget. If my arithmetic is correct, and I don't detract for one moment from the importance of the remarks of my colleague from Ottawa East (Mr. Roy), the hon. member for Parkdale, or the reply of the minister or even the introductory statement, some 60 per cent of that time has already been taken up by these statements.

The attendance of 15 or 20 members here indicates the substantial concern of members in these estimates. We are being deprived by the peculiar application of the rules of our reasonable opportunity to discuss these estimates in detail. It is not sufficient to hear from the minister—and he has said it about three times as I listened to him over the past two days—that the opposition is stupid because we badly allocated our time. We have the duty and the responsibility to be here and to talk about every penny of his \$2.2 billion expenditure. We are being denied that, and certainly as one member I resent that very substantially. In so saying, I'm not attacking any other member who has wanted to speak as I want to speak on these estimates.

I've got a number of points to raise; every member has these same problems and they are brought to them by their constituents. But the system is closing in on the opposition and the axe is being applied in order to stifle our voice. I think it's grossly unfair.

We're asked to approve one-third of the provincial budget in the space of some 10 hours in which four hours of this is allowed to private members for discussion. If there could be anything more unfair, I can't imagine what it is.

We had the Drury coal scuttle to discuss once, which involved \$45 and which overthrew a government. I suppose everybody could get awfully excited about it. But here we're spending \$2.2 billion and we're being tied in by rules and insults and being deprived of our opportunity to reasonably criticize.

Mr. Taylor: Do you think I could ask—

Mr. Singer: I want to say—I don't want to hear from you for a while, Taylor.

Mr. Taylor: It will only take six minutes.

Interjections by hon. members.

Mr. Chairman: Order.

Mr. Singer: I want to make a point that hasn't been made before and I want to talk under vote 3 of this estimate. My preliminary remarks are several of the reasons why I'm going to support my colleague Bullbrook's amendment.

I think that vote should be supported by all members of this committee and all members of the Legislature who feel they have a responsibility on behalf of their voters to come here and inquire about how government money is being expended. I would urge all members to support that motion of my colleague.

Mr. C. E. McIlveen (Oshawa): You've got to be kidding.

An hon. member: That's arrogance.

Mr. Singer: Now let me say this. I want to talk about something that perhaps hasn't been discussed before and that probably relates to item 3 under vote 2701, legal services.

I want to talk about medical negligence and the ability of the ordinary citizen to get at the question of medical negligence in the Province of Ontario. It's a very, very complicated procedure. It's a very, very difficult procedure for any citizen to begin to challenge the medical establishment. And that medical establishment—and I say this without any qualms at all—that medical establishment is being protected by our legislation.

For instance, Mr. Chairman we have peculiar limitation periods in our statutes. If you wanted to sue a doctor for negligence, we had a limitation period of six months. It is now two years. If we want to sue a hospital, there is still a limitation period of one year. And an aggrieved citizen who believes he has a medical negligence complaint and who wants to take legal advice, unless he has some very inside knowledge, or is very, very alert, and takes competent legal advice very quickly, is denied that privilege.

I urged your predecessor to have a unified limitation period, perhaps six years, as applies in the general limitations statute, so that in the normal course people who feel that they have a grievance can take proper legal advice and go to the courts when they deem fit.

There is no uniformity of limitation periods in those statutes and the courts strictly, as the Legislature has written, observe those limitation periods, and if you're one day beyond them you're out of luck.

I think that is wrong. I think that is very wrong and I think that the ordinary period

for bringing actions—as in a contract action, or a debt action or any other action—should be uniform throughout the Province of Ontario, whether it's for contract or action against a hospital, or action against a doctor and so forth.

If you delay beyond the period—well, it's your own peril. If you delay beyond that time, and it's difficult to get evidence—well, that's perhaps too bad. But that's point No. 1.

The second point is this: The ability of a citizen to pursue a medical negligence action is very, very limited—and there are two additional systems of protection in this province. One is the medical protection fund, which all doctors subscribe to. I think their annual premium is about \$50 a year.

Mr. McIlveen: It is \$60.

Mr. Singer: I'm sorry, it is \$60 a year. Mr. McIlveen has corrected me. And for that sum they are protected by one of the most competent legal firms in the Province of Ontario and by one of the most competent lawyers that I know of, McCarthy and McCarthy—

An hon. member: Singer?

Mr. Singer: No—and Mr. Laidlaw. And I have the greatest respect for them and for Laidlaw; he is a good lawyer. He earns every penny of the fees that he gets in protecting the doctors. Laidlaw has one criterion in his approach to anything. He says: "I won't settle. I won't bargain. If you want to sue my doctor"—and it could be any one of the 6,000, 7,000 doctors—"you go to court."

Now great, that's fine. Laidlaw is on an unlimited retainer and anyone who wants to challenge him has to match his retainer in a particular matter and has to be prepared to take on one of the smartest lawyers in the Province of Ontario.

Laidlaw has available to him, through his large firm—and I don't quarrel with this—and through his legal competence—and it's great, and he is a good lawyer and he is a honest lawyer—he has available to him all of the facilities that are available to anybody and he can challenge by and large most people who claim that a doctor has been negligent.

Now, once in a while, Mr. Minister, doctors are negligent. Once in a while, the odd patient has a grievance for which he might be compensated through the force of the process of law. But I say the system as it is presently set up makes it very difficult for any layman to properly attack that system.

First, he is bound by the limitation periods; secondly, he has to take on the most formidable legal counsel in the Province of Ontario; and thirdly—and this is very important—the ability to get competent medical advice is very limited. It is not just an ordinary truism or an ordinary glib remark that doctors are reluctant to come into a witness box and give evidence against their colleagues in medicine; they are very, very reluctant.

I have recently been through an experience on behalf of a client of mine; we did arrange a settlement, but it's in the other aspect. The hospital people have a different kind of protection. They have very good insurers, and their insurers cover all the hospitals in the Province of Ontario. They have a whole group of adjusters and those adjusters adjust very carefully. And behind those adjusters are another group—not Mr. Laidlaw—but another group of very competent lawyers.

So when the average family legal practitioner gets consulted on one of these matters, he is taking on one of the most formidable legal establishments that exist. He is caught perhaps by the limitation periods, because perhaps his clients weren't aware of them. He's caught certainly by the ability to fight—and if you go after Laidlaw, you are going to fight everyone in court, you are not going to have any ability to settle. If you go after a hospital, they do talk on settlement.

I did arrange a settlement; not what I thought was a good one, but we weren't prepared to take the risk because we were lacking in evidence, and where do you get evidence?

The case which I settled a while ago involved a rather obscure disease—I am sure the Minister of Health knows much more about it than I do, but I have little more expert knowledge in this one disease, porphyria, than I did before I started. But I couldn't find anyone in the Province of Ontario who knew very much about it. I did find Dr. K. G. Whiteman—

Interjection by hon. member.

Mr. Singer: Yes, retired dean of medicine—and I am sure Mr. McIlveen knows him, Mr. Potter knows him—who said that in a lifetime of practice—and he was dean of medicine at the University of Toronto—he had perhaps seen two cases.

And he was prepared to give me a three-page statement which really didn't come down on either side of the case. Out of that—and there was an incidence of negligence and I am not particularly concerned about that—

but what I am concerned about was my ability as a solicitor to properly pursue a case in law of medical negligence against doctors and against hospitals.

Now what I think you have got to do, Mr. Minister, in this regard, is number one at least bring in uniform and reasonable limitation periods. The doctors may not like this, and their lawyers may not like this, but I think this has got to be a number one prerequisite. You have got to have a six-year limitation period or maybe a five-year limitation period, make it uniform for doctors and make it uniform for hospitals and let any litigant who wants to process his claim have a reasonable period in which to take proper advice.

And the second thing I think maybe you should do—and we have begun to nibble at this in automobile negligence—is perhaps to begin to work out a proper and reasonable system whereby these things don't have to be tried by the adversary system. Surely the time has come whereby an impartial group of trained medical people could be consulted for advice. In a disease like porphyria where there is a limited knowledge in this province—

Hon. Mr. Potter: In the world!

Mr. Singer: In the world? I found one gentleman who was practising, I think in New Mexico, who had devoted his life to studying this, and he was 35 years old and halfway through his research. Unfortunately he passed away and all that research that he had done into this disease has gone.

But I think somewhere along the line, the facilities of your department, and the college, should be able to be devoted to supplying information to a person who seems to have a reasonable grievance. It shouldn't have to depend on the ability of the doctors to be defended by McCarthy and McCarthy; or the ability of the hospitals to be defended by their insurers and the people who lie behind their insurers. I think there should be some reasonable facilities made available now through the offices of government, whereby people who feel that they might have been aggrieved by instances of medical negligence, as few as they might be, could resort to impartial advice, which will guide them, objective advice which will guide them; and probably a system of mediation and arbitration, which will be available to them to see if they really have suffered damage by reason of lack of knowledge, lack of care or lack of skill; so that people who happen to be hurt will have some facility available to them which they can reasonably use.

I know there are a number of cases—I won't say there are hundreds or even thousands—where people just get up against this great brick wall of legal opposition to them, the great brick wall of providing money to pursue investigation, the great brick wall of ability to argue with people, and the great brick wall of finding solicitors who are prepared to take on these cases.

I think this is one field that cries out for immediate reform. I think you would be doing a great service, if, in the field of medical negligence, the government began to embark on a system of mediation and arbitration and a system of providing for people who feel they are aggrieved, not for everybody and not without investigation, but for people who seem to have a cause, so that they can get proper and adequate advice and some kind of a solution.

I don't want to take up any more of the time because other members of the committee have a number of other things, but I think this is a very important point and I would like to hear the minister's viewpoint.

Hon. Mr. Potter: I have to agree with the hon. member, Mr. Chairman. We hope in the new health disciplines bill we will be able to have a unified period for all health disciplines, have the standard period of limitations that you are talking about. I agree this is a matter we have been discussing. You find in one bill it is one year, in another bill it is two years, in another bill it is three years—

Mr. Singer: Six months.

Hon. Mr. Potter: Or six months. We think, too, that this should be standardized. I just don't agree with your statement that no cases are settled and the attitude is taken that you are to sue or—

Mr. Singer: My experience with Laidlaw, and I don't denigrate Laidlaw at all, as he is a very competent lawyer, is that he would rather go to court than not.

Hon. Mr. Potter: It could be, but I am just going by the reports that are submitted.

Mr. Singer: The only way he will agree is if you agree to drop your case.

Hon. Mr. Potter: I am just going by reports that are submitted yearly which describe the cases which were settled out of court.

Mr. Singer: The hospitals settle; Laidlaw doesn't.

Hon. Mr. Potter: No, this has nothing to do with the hospitals. This is the medical end of it. I don't know anything about the hospital part, but I do know a little bit about the medical part. I would think almost every year there is a case or so settled out of court, isn't there, Mr. McIlveen? It varies, but what they say in this insurance is that if you are not prepared to settle out of court when they advise you to, then there is no way they are going to defend it. At least this is in the contract you have with them.

Mr. Singer: That's right.

Hon. Mr. Potter: You must be prepared to accept their advice.

Mr. Singer: That is the doctor. The one who wants to sue the doctor has a very, very difficult time. I know from my own experience.

Hon. Mr. Potter: I'd like to look at this.

Mr. Singer: Mr. Laidlaw does an excellent job for the medical profession. They acquired a top-notch man.

Mr. Chairman: Mr. Lewis.

Mr. Lewis: Mr. Chairman, I feel as pressed as everybody else; so I am going to speak as rapidly as everybody else. I have a thought that flows from what Mr. Singer has been talking about to the minister. I have had, curiously enough in the last two weeks, two cases involving alleged medical negligence. I haven't the faintest idea whether they have validity. They were brought to my attention, one by a constituent of mine, and one during a visit to Sault Ste. Marie. In the former case, my own constituent, a statute of limitations had elapsed and there was no recourse—

Hon. Mr. Potter: What is it now?

Mr. Lewis: Two years, I believe, for a doctor. There was no recourse through the courts.

In the other case, there was a complaint registered with the College of Physicians and Surgeons. And may I say that if anyone thinks it's tough dealing through the courts and through the legal profession, then there is nothing more complex, indecipherable and absurd than dealing through the College of Physicians and Surgeons.

I saw a letter returned to this person in the Soo. Had I sort of thought in advance I would have had it before you, because I dare say that the combined knowledge of

Potter and McIlveen could not have deciphered anything beyond the first paragraph.

Any normal, human mortal receiving a letter like that—the conclusion of which was, surprisingly, a finding of no medical negligence—anyone receiving such a letter would clearly be so totally intimidated by its contents as to drop the case; or presume that he or she was suffering from evident paranoia and attribute it to physcogenic overlays—as they say in the Workmen's Compensation Board.

But that's not what I want to talk to you about. I want to very quickly itemize a number of matters in my own entirely unprovocative and friendly fashion.

Before I do, I want to tell the Chairman—echoing what was said by the member for Downsview and others earlier; I read this afternoon's transcript and saw it from the member for Sarnia—that this committee is the absolute nadir of this legislative session.

There is nothing in this legislative session which is more of a disgrace than the hearing of the health estimates in this committee within the time allocated, and none of us should kid ourselves about that. We are all collectively participating in a parliamentary fraud.

Mr. Bullbrook: Charade.

Mr. Lewis: A charade. We do it in the opposition under the kind of compulsion which forces us to participate in the system, because you can't allow—if you have any self-respect—\$2.2 billion to go through in 10 hours without saying something about it. But everyone here knows, including the Tory members—many of whom obviously have questions they want to ask. When I listen to Mr. Beckett, I know there are a number of matters he'd like to pursue. There was even a caustic note in his voice on occasion.

Mr. Beckett: Never.

Mr. Lewis: It was totally uncharacteristic, but it was there for the discerning. I know the member for Prince Edward-Lennox would have liked to pursue things rather further than he did. And I suspect there are a great many of the government backbenchers as well as the opposition who would like to subject these estimates to serious scrutiny, and we aren't being given that chance.

I want to tell you, Mr. Chairman, that we are making an absolute farce of the democratic process and it has nothing to do with the conduct of the opposition parties or anything else. This committee sat only 53 of the

75 days to which it was entitled. If the government wanted to it could allow this committee to sit simultaneously with the House for another week in order to allow a legitimate scrutiny of these estimates. If you can extend it to Friday noon this week, you can extend it to Friday noon next week. And the person who should be objecting most loudly is the minister himself.

Mr. Bullbrook: And his people who are here to guide us, to help us.

Mr. Lewis: The minister should not allow himself to be pulled into the vortex of this fraud. He should not allow himself to be a participant for the government in something that he knows is such a sham.

If these estimates are important to him; if his ministry is important; if its contents are important; if his incredible rings of civil servants — and I've never seen so many; one wouldn't know whether they were public employees or bodyguards from their number — if it really means something to him, then he will allow a serious scrutiny of every single item in his estimates.

Well, of course the minister doesn't want that. On balance the minister doesn't want that, or Mr. Winkler, the House leader, could have been persuaded. It's not adding a single hour on to the legislative session; not an hour.

The committee could sit until the end of the House and we would have a serious discussion of Health; but the minister acquiesces because he wants to avoid confrontation, and the government arranges it because they want to protect the minister. And so you have this friendly little arrangement, the effect of which is to frustrate debate in the Ontario legislative assembly, and that is absolutely beyond the pale.

You want to silence debate on the Ministry of Health, obviously. The ministry is suffering enormous difficulties. Much of what has occurred has been profoundly botched—and I am sorry to use that word but there is no other description of it—and anything the minister can do to avoid a public confrontation on the basis of his estimates will be done, even to the rankest ploy of all, which is to guillotine the opposition, and that's what is being done in this instance. That's what's being done in this instance.

There isn't a soul in this room who doesn't recognize that if the government was serious it could have provided the additional 22 days which have not been used under the rules, as was originally intended. Not to have done

that is to have said: "The minister isn't important, the estimates aren't important; public health, mental health, OHIP, preventive programmes, all of this can be washed through this sieve in a matter of hours and we will smile behind our backs because we know that we didn't want it discussed anyway. It's too controversial. It's too difficult for us. It's too sensitive an area. We'll strangle the process rather than participate in it."

I must say, Mr. Chairman, I have only been in this House 10 years, that's all, but it is the saddest episode of its kind that I can recall — it really is — and the minister should be protesting the loudest rather than letting his colleagues try to take him off the hook by the manipulation of the process.

I just want to say half a dozen things about the minister's estimates. Like everybody else, I know that they should be discussed item by item, *seriatim*, each of them with some time, but instead we do it this way.

There are eight things that I want to deal with, with no more than a minute or two to each, if I can.

First of all, I just read through this article, because this article speaks to something I wanted to talk on. What your ministry needs more than anything else is an absolute and fundamental reorganization along the lines suggested by my colleague from Parkdale.

What your ministry has to learn once and for all is to reject the obsession with the medical model that continues to persist and that I think the minister himself is uncomfortable with. But you haven't been able to do it, and all the flimsy protestations that we have heard here tonight and earlier, about the efforts to create preventive community services and about the efforts to build community health centres and so on, none of that compensates for the total failure to find an alternative health delivery system.

You read what you want to read; all of your people do. You pick up an article where some man interpreting a study on Saskatchewan community clinics suggests total health expenditure, not less. Well, the contents of that article don't say that. The contents of that article say that where you have a community health association there is a significant reduction in the number of beds in hospitals on a utilization rate basis, and it works out to a reduction of \$20 per patient-day.

Twenty dollars. Can you imagine what that would mean in the Province of Ontario? We are talking about tens of millions of dollars if we have that kind of pattern around the

province. The only thing the article says which seems perfectly legitimate is that if you want to take advantage of it as a government—this is what they are saying to the Province of Saskatchewan—then you have to reduce the total number of beds accordingly, so that the doctors who are not involved in the community health centres won't be so inclined to refer patients to existing empty beds. The article clearly says that if you get rid of those numbers of beds you will have that quantitative reduction in costs.

Anyone reading an article like this, without the prejudices all over his sleeve against community clinics, would realize that the article is a testament to the community health centre, not a criticism. But the problem is that there is no commitment to the community health centre in your ministry. One hears from Dr. Aldis about the team that is being assembled to go out and conquer the world, a team that's being assembled, within this budget, on \$250,000. Now, you don't have to be an arithmetic genius to know that that represents, for 1973-1974, one-tenth of one per cent of all provincial spending in the area of health.

You are trying to make a case to us that there is a serious emphasis on preventive services and on community health centres with one-tenth of one per cent of the total Health budget? Why, it is absolutely ludicrous. And you have no reorganization of medical services as has been talked of by my colleague in Parkdale; or has been hinted at or explained to you by my colleague in York South, based on his own experiences.

I'll discuss figures with you later, but the \$250,000 figure will stand for now. And to pretend that because there are 10 centres in operation—10 centres! This is Ontario—10 private projects, 10 years after everybody else, does not a miracle work!

I was in Saskatchewan in 1960 organizing community health clinics as a field worker for the government; it's 1973 and you still have 10 pilot projects underway. This ministry doesn't know what community health care consists of.

No. 2, you have in addition to that a reduction in the preventive care budget, if I can point out to you, under the promotion and protection of health programme. It may be the only budget which is consistently falling. In 1971-1972 you spent \$96 million; 1972-1973, \$87 million; 1973-1974, \$79 million. This was a drop in total of 8.6 per cent in one fiscal year for the preventive branch of your ministry.

That too, is ludicrous. You can't pretend to reorganize medical services away from the acute centre treatment model and reduce the preventive component regularly.

You talk with pride of a total increase of six per cent, but at the expense of what? At the expense of the preventive component in the Ministry of Health, and that is ultimately disastrous.

The third point I want to make, Mr. Chairman, is the whole matter of the constraint package. To this day, even with his estimates now before us, the Minister of Health has as yet said nothing about his so-called constraint package. The Minister of Health has cost the Province of Ontario, unnecessarily, \$50 million which should have been deducted. He has promised us more often than I can recall in the Legislature a statement on the constraint package. It was raised here once before, I think this week. It has still not been dealt with, and I say to the minister that it is very difficult indeed to have confidence in his stewardship when the one thing to which he committed the ministry has not yet been dealt with—that is a constraint package for the medical profession.

I think it is necessary to say again that for a doctor to occupy the Ministry of Health is the most invidious appointment in the world. I happen to like Richard Potter, and he knows it. I even go to Belleville, intermittently, to try to find him—along with his constituents, none of whom have so far been able to locate him.

But my views on his person and aesthetic qualities are hardly sufficient to diminish my feelings about the direction of this ministry. I can only assume, again, as was clearly true for all the years that Dr. Dymond occupied the post, that the pressures of the medical profession are just too damned tough for any medical doctor to resist.

It's not a matter of a conspiracy. It's not even a matter of an arrangement. It's just a sort of unstated understanding that Dr. Potter feels more comfortable with his colleagues in the medical profession than he certainly does with some of his colleagues in the House. When the chips are down he pays homage, like every other doctor, to the constraints placed upon him by the medical profession. And so anything which might inconvenience them is ultimately withdrawn.

And another area where that was evidenced is in his refusal as a minister—this is the fourth point I wanted to make—to deal with those areas where the medical profes-

sion is clearly behaving so irresponsibly that it is publicly intolerable.

Why haven't you done anything about the Chargeex plan in Kitchener? Why have you so little faith in the OHIP process that you will allow it to be bastardized by a credit card operation?

Surely if you are going to have a province-wide health insurance plan, then you should stand up as Minister of Health and say: "Chargeex is not acceptable as an ingredient in this plan, it is simply not acceptable. If we want to have a credit card operation, we will introduce it as the government. We won't allow it to be introduced from the private sector."

And why have you done nothing about the psychiatric profession in Kitchener, other than to go out to the Kitchener medical society and deliver yourself of a few stirring words about your personal disappointment in the situation?

If you have an entire group representing a particular discipline in a particular community that withdraws its services effectively from availability to the public, then it is absolutely incumbent on you to arrange some method by which those services are reinstated. Either you say to them; "No sir, you will not be compensated by OHIP even indirectly through your patients"; or you introduce an element of salary for those who are in hospital employment; or you simply say to them, as the Minister of Health, not that you are disappointed but that this is not the kind of thing which befits the medical profession, that they stand as virtual pariahs in the medical community and that it is time they learned to have some sense of social responsibility.

It makes of mental health, of course, a profoundly elitist proposition. Everybody of the middle class, able to pay the individual or group fees, whatever the compensation may ultimately be will continue to seek therapy successfully through private practice of those psychiatrists. But for anyone of lower income, for anyone referred from the normal social counselling agencies, it simply won't be available because it will not be financially possible for them to take advantage of it.

So you have not only debased the delivery of psychiatric services in Kitchener, you have made it a delivery based on class; and there is nothing more objectionable than that. That is what OHIP was designed to overcome, that people with low income would not be excluded from legitimate medical opportunity. When that is so savagely attacked by a group,

you should step in to defend your plan. Instead, you simply express disappointment.

Finally, after all these years—I am coming to my fifth point—you suddenly make an announcement about collective bargaining with the medical profession, but you say nothing to the Legislature about what that collective bargaining means or about what kind of hopes you have for saving the public purse.

I want to tell the minister, through the Chairman, that if we had had collective bargaining from the introduction of medical care insurance in Ontario, which if memory serves me was October, 1969, so that doctors received an average annual percentage increase equivalent to the industrial composite of wages, rather than to the professional composite of wages, the Province of Ontario would have saved something more than a quarter of a billion dollars. And that still would have meant the medical profession receiving increases equivalent to seven per cent or thereabouts per year. Instead, you allowed the profession to take advantage of the plan in a way which is absolutely unconscionable and you allowed medical incomes to rise to the point where they are no longer defensible; and you cost the public treasury a quarter of a billion dollars in the process. There was no reason for that to be true, none whatsoever. It is a sort of sad thought after the event that you are suddenly moving in now to deal with the medical profession, and God knows of what that will consist.

I want to say, on the sixth point, something about the extended care programme; and I would like you to talk to me a little bit about your meeting at the Belleville General Hospital with all of those who were with you, because what is happening in your own community is symptomatic of the province. In your own community, as I understand it, there are X number of patients—I know the exact number—who have already been approved for extended care admission, and instead of being in a nursing home at a rate of \$9.50 a day government subsidy, they are occupying beds in the hospital in the riding that you represent—beds that range from \$18 to \$65 a day. And these are people whose admission certificates have already been approved.

I want to ask the minister how is it that the nursing home situation in certain parts of the province is so tight that it is not possible to find alternatives for them. I appreciate that you can't do it overnight, but I also appreciate that there has to be some kind of plan available. We just can't have the vagaries to which we've been subject tonight.

When we talk about 4,000 nursing-home beds, that was said, if I heard him properly, to have occurred before April, 1972; Mr. Bullbrook puts a question on the order paper, which has been standing for eight months, asking for specifics about this programme, and not a specific is forthcoming. You sit there with a whimsical smile and say: "I'll give it to you when I give it to you."

That's simply not the response of the Minister of Health, not a responsible Minister of Health. When a member of the Legislature seeks answers to a legitimate question, you don't fob him off contemptuously. This is not a political game we are engaged in. This is a matter of health. It is perfectly real for a member of the House to ask about who the nursing home operators are, how many beds have been created and what does it all mean. You smile and say: "You'll get it in due time."

If you don't mind my saying so, the whole process grinds to a halt when you do that. It makes it seem as though, in the minds of all of us, that you just don't give a damn. You just don't care. If it comes from a member of the opposition, you can stall him forever.

Are the contents so embarrassing? Are they so difficult to come by? Are public requests for information so intolerable? How dare you treat members of the Legislature in such a fashion? If you want to be defensive about your ministry that's one thing, but don't be contemptuous towards the members.

I have heard on a number of occasions, and from the minister, that you are worried about or that you've done a lot of things for mental health. In your opening statement you talked about mental health for children and all of the advances you've made. Well, I'm not as impressed with the advances in mental health for children; I too have invested a good deal of my life in working with disturbed kids. I know that you have made some improvement, but let me tell you, relative to the need and relative to the reality, the improvements are of a very pathetic quality.

Dr. Naomi Rae-Grant is here. I certainly would not wish to embarrass her, because her contribution to this field is enormous. I don't know what has happened to the children's mental health services division. I'd like to know what has been absorbed within the ministry.

Dr. Naomi Rae-Grant delivered a speech recently. It must have been the children's mental health centres groups. It had a whimsical beginning. She said:

When the prognosis for the patient's recovery is poor and the outlook for the immediate future is doubtful, someone in the family usually suggests tactfully, or maybe not so tactfully, that he make a will.

It occurred to me that on the eve of the dissolution of the children's services branch with the reorganization of the Ministry of Health, and on the occasion of the coming of age of the Association of Children's Mental Health Centres marked by this first joint conference, that this might indeed be an appropriate moment to present you with my last will and testament for the branch.

I admit that it is somewhat unorthodox for a will to be unveiled ahead of one's demise, however, the branch, I would venture to suggest, has been composed of rather unorthodox people who have a penchant for doing unorthodox things since its inception, so this action will in no way be uncharacteristic.

That, of course, is dead on. I'd love to read the whole speech. In fact, I should be allowed to read the whole speech into the record. It's a splendid speech.

In it she pays tribute to her colleagues, in it she has some prescriptions for change and in it she takes pleasure in what has been achieved. As a matter of fact, there are a number of excellent idol precepts, as they are called, which I would condemn—

Condemn! That's an interesting one. As a physician in Vienna once said, there are no accidents.

To continue, I would "commend" to the minister that he take a look at these idol precepts sometime.

Under admonitions statements are made—and they are made in 1973, 10 years after the big battle over children's mental health. I just want to read some of these admonitions to you.

The finale I've lost; and only I could lose the finale of this kind of document. I will be forever indebted to Dr. Naomi Rae-Grant if she can remember the finale. But I have enough. I have enough of the peroration that I'll deal with it even without the last word. Admonitions: I want everyone to listen if possible.

Despite the fact that we have a relative profusion of services in Ontario, there are still tremendous gaps; gaps to particular age groups; to particular types of children; the retarded, disturbed and the emotionally-deprived, aggressive acting-out adolescent;

and to particular cultural groups. There is a lack of continuum of care and not enough consistency between diagnosis, out-patient, residential treatment and aftercare.

That's quite a commentary from someone who has been at the heart of it for all this time. If that branch had been given the money and the support it needed those things could have been overcome because that was an absolutely inspired branch of your ministry; more creativity demonstrated in six months than I had seen in six years. It goes on:

There is still the lack of an adequate feed-back mechanism whereby the child discharged today from a treatment centre can, in the space of five months, go through five different group and foster home placements without the treatment centre being informed of the problem.

Can you imagine that? In the fall of 1973, after the emphasis on mental health for children, can you imagine that kind of statement? It goes on:

There is still a lack of availability of early intervention services. We reckon that only six per cent of the children needing treatment on an out-patient basis are receiving it.

Six per cent in the Province of Ontario needing treatment on an out-patient basis; this from your expert in the field of children's mental health and one can talk of progress?

One can perhaps talk about a few more beds, one can perhaps talk of some psychiatric facilities in general hospitals, one can perhaps talk of Lakeshore or of Toronto, one can talk of a number of individuals; but one cannot talk of the kind of transformation which all of us thought would be coming.

Of course, this conclusion is right to the core:

Since these alternatives for residential care are often not available, the child is so damaged by the time he gets into residential treatment that it is too late to do much for him.

That's a very painful admission, because again my mind goes back, as if drawn by a magnet, to that period in 1964, 1965, 1966 when we battled around residential treatment centres; when we had a white paper on emotionally disturbed children; when we had major alterations to the legislation; when we were told and promised that it would not happen again. Now you have the person best informed about children's mental health

services saying of such cases, so damaged when they get to residential treatment that there is not much that can be done for them.

We're talking about the explicit waste of children's lives. That's not an irrelevant subject.

Page 11 goes on to say:

Despite the doubling of the budget for children's services, the Children's Aid Societies are no better off than they were before the implementation of Bill 138 in 1971.

I don't think I have to read any more. I'm not even sure that I—it says:

The ratio of wards : non-wards in residential treatment centres has been completely reversed over the past two years so that Children's Aid Societies are still in the position of having to purchase service from children's boarding homes and institutions for children.

Anyone who knows about children's boarding homes, and some of the middle-range homes, knows that the intensive therapeutic milieu which is required for the categories of children as outlined by Dr. Naomi Rae-Grant is simply not available.

The Children's Aid Societies have lost an amazing number of places in residential treatment centres because of the bill which allows for direct referral. In the process of allowing for direct referral and non-wards being able to occupy those treatment beds, or those treatment places, all of the Children's Aid Society wards are now backing up. We are in a crisis situation around the adolescent in particular, just as we were when this whole subject was initially debated.

In other words, where mental health for children is concerned, in 10 years, relatively speaking, we're still at square 2 out of a progression of about 10 squares. I will admit that we are not at square 1, although I don't know what has happened to the children's branch; it has been absorbed in the ministry.

Rumour has had it—I'm off to Kingston in a couple of minutes so I can say it and run—rumour has had it that Dr. Potter would like to do a more searching cleansing of the ministry. Rumour has had it that Dr. Potter would like to make some major changes within the ministry—the addition of new people, the addition of new authority lines—in order to provide the changes that Dr. Potter would wish.

Dr. Potter, I don't think you should be Minister of Health. I think you should be in the cabinet, because you are a refreshing

presence on the government side, even though a lot of us now feel that your ideology is rather more reactionary than country bumpkin-ish, as it first appeared. But you should not be Minister of Health.

Minister of the Environment perhaps, minister of almost anything else that doesn't involve administrative grasp of finance perhaps, but not the Ministry of Health, sir.

This is not your forte.

The Ministry of Health has been running downhill for two years; it's painful to say that to you, but it is true. You would be an excellent incumbent of half-a-dozen portfolios that I can think of offhand, but in this one you have been defeated. You have been defeated, I think, by some of your civil servants. You have been defeated by government policy. You have been defeated by the financial implications of the ministry.

You have been defeated by this portfolio. It is out of hand. It is out of your grasp. It is no longer under control. In every single area there are enormous deficits.

And the best contribution that you could make to your own well-being—because there are times in the House when I worry about your emotional well-being—the best thing you could do is to say: "I want to be in this blessed cabinet, but not in this portfolio." And get out of it, and resign it.

I'm not going to demand that you resign, although I'd like to, because what-the-devil use is that? I'm just saying that for your own peace of mind you should not be the Minister of Health. And you should not allow this ministry to disintegrate beneath you.

I know that I took half an hour; but damn it all, everybody, if you want to extend it all you need do is ask Winkler for another week and he'll give it to you.

Mr. Chairman: There is one minute, Mr. Minister.

Mr. Lewis: That's enough.

Hon. Mr. Potter: Mr. Chairman, I will have to reply tomorrow to most of these things. I do want to point out that even though the leader of the New Democratic Party has made a very impassioned speech, I want him to know that the ministry is not going down; it's on the upswing. We have gone through a tremendous struggle in the past year-and-a-half. That would be created in any ministry of this size—with 23,000 people—which is reorganizing. At the same time we are trying to develop a new health

system. At the same time we are trying to improve services in many areas.

But I want to say, on behalf of the staff of my ministry, that I have all the confidence in the world in the members of my staff.

Mr. Lewis: I am sure you do.

Hon. Mr. Potter: They are doing a tremendous job, working long hours.

Mr. Lewis: I am sure they are, that's true.

Hon. Mr. Potter: I just can't say any more than that. As far as resigning is concerned, I haven't the slightest intention of resigning.

Mr. Lewis: I know you don't; that will be done for you.

Hon. Mr. Potter: This ministry has not got me down. It will not get me down. And the the only way I'll get out of here is when the Premier of this province (Mr. Davis) decides that he no longer has any use for me.

Mr. Lewis: Well, that's fair enough.

Hon. Mr. Potter: If that makes you feel any better, well that's it.

Mr. Chairman: We are going to get out of here right now, Mr. Lewis, because it's 10:30.

Mr. Lewis: By the way, we are going to support Mr. Bullbrook's motion, lest you have any uncertainty in your mind. Because now that the minister has decided he is not retiring, we can at least reduce his stipend.

Hon. Mr. Potter: I wouldn't count out that either.

Mr. Ruston: Mr. Chairman, I wonder if I might, on a point of order?

Mr. Chairman: Yes.

Mr. Ruston: I understand we start tomorrow after the close of question period. And I would hope that the hon. minister doesn't take too long to reply, because in keeping track of the hours and the minutes used by each party, I think that we are one hour and 30 minutes below the rest, so we are going to insist tomorrow on this time.

Mr. Chairman: We haven't divided the time in accordance with parties. We have alternated speakers.

Mr. Ruston: Alternation means nothing, sir, if each one takes much more time than the rest. If it's going to be fair then I don't think

you, as Chairman, have any right to not allow this time.

Mr. Chairman: I am not allowing any time. I am not cutting anybody off. We are speaking in order as we have done since the inception of this committee. And the next speaker, I can tell you, if he's here tomorrow, will be Mr. Drea. Mrs. Campbell is next—

Mr. Dukszta: And me.

Mr. Ruston: I'm on there.

Mr. Chairman: Yes, you are, but you yielded to Mr. Singer. Right. So, Mr. Drea, Mrs. Campbell—

Mr. Ruston: I think it is very unfair that you can't allot the time.

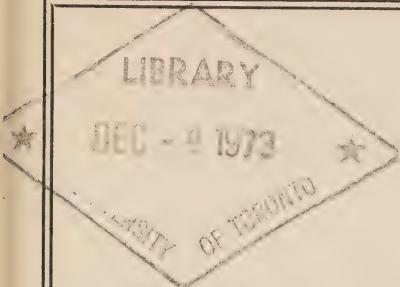
Mr. Chairman: Adjourned until after the question period tomorrow.

The committee adjourned at 10:30 o'clock, p.m.

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Legislative Assembly

Legislature of Ontario Debates

STANDING COMMITTEE ON SUPPLY

Estimates, Ministry of Health

Chairman: Mr. S. B. Handleman

OFFICIAL REPORT – DAILY EDITION

Third Session of the Twenty-Ninth Legislature

Friday, November 16, 1973

Speaker: Honourable Allan Edward Reuter

Clerk: Roderick Lewis, QC

OFFICE OF THE SPEAKER
PARLIAMENT BUILDINGS, TORONTO
1973

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LEGISLATIVE ASSEMBLY OF ONTARIO

FRIDAY, NOVEMBER 16, 1973

The committee met at 11:15 o'clock, p.m.

ESTIMATES, MINISTRY OF HEALTH (concluded)

On vote 2701:

Mr. Chairman: When we adjourned last night, the minister was in the process of responding to some of the remarks which had been made.

Hon. R. T. Potter (Minister of Health): Mr. Chairman, I don't want to take up any more time than is necessary, but the leader of the NDP (Mr. Lewis) made some statements last night that I think I should make some comments on.

He, like other members, has accused these estimates hearings of being a charade. I must confess I agree with him entirely. I think it is an absolute disgrace the manner in which the members of the opposition have been attempting to deal with the estimates. Here we are with in excess of \$2 billion and no one has at any time made any effort to ask us to explain to them how the money has been spent or why or where. It has been used—

Mr. J. E. Bullbrook (Sarnia): Mr. Chairman, on a point of order, that is not—

Hon. Mr. Potter: This is my turn.

Mr. Bullbrook: On a point of order, it is not only non-ministerial, but it is non-parliamentary. What abrasive language to start the morning with.

Interjections by hon. members.

Hon. Mr. Potter: Mr. Chairman, I am trying to answer a speaker here from last night.

Mr. Bullbrook: We knew you were incompetent but the rest of it we didn't know.

Mr. V. M. Singer (Downsview): We know now.

Mr. Chairman: Order, please.

Hon. Mr. Potter: It has been used as a forum for political speeches and to present party policy.

Mr. Bullbrook: Is the Schiller case a matter of party politics? It was a matter of equity and justice, that is what it was. And stupidity too.

Hon. Mr. Potter: There were several other items that the member brought up last night that I really don't need to comment on any more because they have been dealt with—if he had been here he would have heard himself—relating to alternatives to health care and reduction of beds. He made a statement that there was something like only a quarter of a million dollars for the use of extension of extended care facilities, or at least development of community facilities, which of course he knew nothing about. It relates only to the capital grants for structures in these areas.

He did specifically once again bring up the question of OHIP constraints and I think it is time that this matter was cleared up once and for all. A plan was submitted to the ministry some time ago; there has been a lot of publicity given to this. The plan was made without proper review or study or research to determine whether or not it would be effective. The plan, first of all, made suggestions in three areas.

The first section was to tighten up on the plan by a strict adherence to the fee schedule and OHIP's interpretation, saying that we would save three per cent if we did that; unilateral enforcement of medical adjudicators of medical necessity, saying we would save four per cent there; stepped-up production in profiles, saying we would save 1.5 per cent.

They suggested a reduction of benefits under the plan, such as psychotherapy and psychoanalysis, saying that we would save another one per cent here. They suggested that we limit lab benefits to \$50 per year, saying we would save another 2.5 per cent. They proposed that we pay doctors only 75 per cent of their fee rather than the 90 per cent at the present time, and they had other suggestions that we review fee-for-service methods with salaries and sessional payments

and so on, which they intimated would save another one per cent, and also budget payments for labs and radiology.

The original suggestion was that this would save 15 per cent or \$80 million. They took a second look at it and came back and said that maybe they should drop it a bit and it would save \$50 million. In the estimates at that time I made the statement that I disagreed with the suggestion, I didn't think it would work, and if it didn't work I would be back for the money.

After OHIP assumed full responsibility for administration of the plan on April 1, 1972, steps were taken, first, to clarify certain fee schedule items which proved to be a somewhat difficult task. But progress has been made and restrictions and changes in the fee schedule items have resulted. The OHIP payment policy and tariff committee is in continuous discussion with the OMA and the College of Physicians and Surgeons to determine what specific items should logically be excluded from the benefits.

The medical adjudicators are attempting to enforce the medical necessity criterion, but obviously this is not productive of substantial savings as the claim card data usually substantiates the fees charged and indicates medical necessity.

The medical and practitioner practice profiles for the first month of operation became available last August only after pressure was put on by the minister, but it was not until November, 1972, that these April profiles were turned over to the College of Physicians and Surgeons for investigation by the medical review committee.

The suggestion was made that psychotherapy and psychoanalysis were not eliminated from the plan because we recognized that these modes of treatment were necessary for certain conditions—and, indeed, this was pointed out yesterday by the health critic for the NDP. Rules have been made by the college, however, to clarify what can be properly described and charged for.

The limitation of laboratory services to \$50 per year could not be defended if medical necessity indicated that more than that was required. These are the reasons that we were not prepared to accept that recommendation and we were not prepared to ask one segment of society in this province to accept 75 per cent of the fee schedule.

Other charges were made about a Chargex system in Kitchener-Waterloo and all I can say to the member is that this, of course, is not being done.

He also on two or three occasions requested that I report on a meeting that I had in Belleville with some of the members of the hospital board in the administration of the hospital. Perhaps he doesn't do it in his party, but in our party we meet with groups of people like this on many occasions and in my own riding I have done this many times. I want to point out that the charge he made yesterday that nursing-home patients were occupying active treatment beds in the hospital was made because he didn't know what he was talking about. The beds that these patients are in are beds which we had removed from our active-care section of the hospital. We had advised the hospital they did not need this many active treatment beds and they were converted for use as nursing-home beds.

I think the statement by the leader of the NDP was irresponsible and an attempt to cause distrust, concern and discontent in this ministry. He is unaware that in this ministry today we do have a team approach to developing health care services in the province. And I am very proud of the staff we have. They are so devoted and are working such long hours to try to achieve our objectives. He read for the record a speech that was made by one of my senior civil servants. I think it was a damned good speech—as a matter of fact, you would almost think I had written it myself.

We have here this morning, Dr. Rae-Grant and I am going to ask Dr. Rae-Grant if she would care to tell this committee what she actually is doing with children's mental health programmes.

Dr. N. I. Rae-Grant (Children's Service Branch): Mr. Chairman, Mr. Minister. Mr. Lewis quoted from my speech facetiously. This was an address to the Association of Children's Mental Health Centres. I was making a sort of state-of-the-nation kind of address—this is where we are now in terms of children's services. I did this because I hoped that they would function as an advocate for kids and take over many of the functions as we, in personal care standards, are now looking at setting standards for facilities and services.

Mr. Lewis omitted the major portion of my address. This was, in fact, the financial assets being given by the ministry this year to children's services. They are fairly considerable, I am very glad to say. The branch budget for transfer payments to children's mental health centres has been increased by \$8 mil-

lion this year and the improvements are in seven major areas.

We have tried to provide services to areas where there is a dearth of service in the province, so that there are major expansions to the regional children's centres at Ottawa, Windsor and Sudbury. We have six new children's mental health centre under the Children's Mental Health Centres Act, one in Orillia and one we took over funding, the child study centre in Ottawa. Also in Ottawa there will be a 32-bed residential treatment centre for adolescents which is very much needed in that region. There is a youth service for particularly difficult adolescents at Port Bolster. There is a pre-school centre, Adventure Place in North York. There is a facility mainly for adolescent learning and disabled and disturbed children in Richmond Hill.

There are expansions to 11 of the existing children's mental health centres. These expansions particularly are in order to provide more of a continuum of service to children, so that they beef up the outpatient facilities, the aftercare that these centres have been giving. Then we are setting up a four-phased youth service system for severely damaged adolescents, the kind of adolescents Mr. Lewis was referring to, who are particularly difficult to treat. This will be for the Metro Toronto region because this is where the bulk of these adolescents congregate.

There will be four phases. The first phase will be an assessment centre, backed up by a special unit in the psychiatric hospital, backed up by rural treatment centres, and then with an urban re-entry programme to prepare these young people for independent existence, if they want to come back into the city. When this gets going totally that will add 132 beds for adolescents just in that particular programme.

There are additional special units in the psychiatric hospitals. The Queen's St. one, as I have mentioned, will have 20 beds and also a daycare centre. Dr. Mackinnon Phillips Hospital at Owen Sound is setting up a 14-bed unit for adolescents. The Lakehead Psychiatric Hospital will have additional numbers of staff in order to set up treatment teams to try to serve the scattered population areas of the Thunder Bay region.

In addition to these things, mindful of the dearth of early intervention services, the ministry is providing this year funds to 12 general hospitals which have psychiatric units in order to pay for staff to work on an outpatient basis with children and adolescents. This is an attempt to get treatment to families earlier, so that we can avoid children

getting into residential treatment by default. These are all over the province. It is hoped that there will be further expansions of this as time goes by.

Finally, we have two research projects underway. One is to look at the degree and pattern of behavioural disturbance in residential settings, looking at children both in treatment centres and in training schools, and with children in their own homes. One of the problems has been to compare different treatment settings and to look at the kinds of children that we are dealing with. We need this preparatory to doing any good kind of outcome studies.

Mr. Chairman, these are the major things this year.

Mr. Chairman: Mr. Drea.

Mr. F. Drea (Scarborough Centre): Get the watch going because I am going to be short.

Mr. R. F. Ruston (Essex-Kent): No, mine stopped.

Mr. Drea: Oh, I just wanted you to record it for once that I was quick.

Mr. Ruston: Oh, you are done pretty quickly.

Mr. Drea: Mr. Minister, in the last days—and I have taken every one of these adjectives out of Hansard—you have been called hypocritical, incompetent and foolish. You have been told you have a cash register instead of a heart and you have been told in a lesser extent that you lack the ability to administer. Last night there was a very strong suggestion that at the very least you were emotionally disturbed and at the very worst you may have been in need of some particular treatment.

Mr. Minister, I want to tell you on behalf of your members in the party, that if it was within parliamentary rules to bring a motion to double that \$15,000 stipend of yours today we would do it.

This would be not because you need the money, but just to show you what we think about the type of a job you are doing, the difficulties that you have faced, and the way you are meeting the No. 1 social problem in this province, which is the provision of health without bankrupting the taxpayer or putting it into some kind of a class situation.

Having said that, Mr. Minister, I am going to come to some specific details, and on some of these I would appreciate it if at a con-

venient time your staff might give me the details. They are somewhat limited to my own riding and they may not be of terribly general interest, so perhaps they could provide me with some of the statistics.

First of all, Mr. Minister, on the question of the community clinics, I have one in my riding and one of the things I am somewhat interested in is a means of promoting that community clinic, because somehow there is a connotation that a community clinic is a youth-oriented situation. Perhaps this is because younger people will accept this, whereas older people are a little bit more traditional in the sense that you go to a doctor's office with a shingle on it or you go to the emergency ward.

I would like to see some work put in on how we would promote this, knowing full well that there are some constraints and limitations because of the medical ethics and so forth involved. I think this is one of the things we are going to have to do if we are to get these accepted quickly. I agree that if the young people accept them, time is on our side, but I would like to have them accepted a little bit faster.

Secondly, regarding the particular clinic in my riding, 19 per cent of the people who go there are not covered by OHIP. There are varying reasons for this, but from the work that is done in the clinic in my riding, and I suppose it would be comparable or perhaps even higher in the other three in the Toronto area, I would like to know why this 19 per cent do not have OHIP. I think that the majority of them, on the basis of age and so forth, are probably entitled to it free. Again, I would hate to think that just because somebody didn't know the mechanics of it, they didn't go to the doctor.

On another matter, 22 per cent—one out of five who come in there—are unable to give their OHIP number. This is because they are dependants; they are either wives or they are children. They don't want to go to the person who has the OHIP number and ask him for it, because they have concerns about being questioned about why they went to the physician and so forth.

Again, I think that we have to put a little bit of effort into it. I know my first response would be, "Well, go ask your father what your OHIP number is and tell him you have a hangnail." I have daughters, and when I look at it in my own way, I can see that perhaps there are times when people would not want to ask for a thing like an OHIP number.

What bothers me is they might not seek treatment for something, no matter how minor it is. I certainly don't want to leave the impression that all of that 22 per cent had venereal disease. They didn't. But there are other times and other situations when people simply don't want to go to their husband.

I know we are working on a plan to give everybody a number, but in the interim I think this is something we should be looking at.

I would like to talk just a moment about extended care. A very good nursing home has had an application in for some time. The application for expansion has been granted.

One of the difficulties in extended care is that when the certificate comes back to the people saying that they are eligible, there is the question, for the daughter or the son who is caring for that person at the particular time, of where they are going to go. This is particularly true when that person is in his own home and going out of his own home into a nursing home for the first time. Within a hospital there is the social worker and other things.

I would like to see us try to come up with a formalized type of programme where people in a metropolitan area could ask where there is a nursing home or some kind of a co-ordinated thing. I know it doesn't exist in the rural or smaller towns; they know everything.

In this regard, Mr. Minister, I am not particularly known as a great friend of the bureaucracy. There is a bureaucrat in your office, Mrs. Kremer. She does a marvellous job. I guess she is the co-ordinator for this at the moment, at least for the members, but she has meant more to a great number of families than all of the programmes that we can put together. That is why I suggest that at times like this we should have a little bit of a formal programme in there or perhaps somebody who takes on this duty of seeing where the beds are and so on, because this is a traumatic experience in a family and I think we should try to ease it. It is not just the financial burden. Again, you can send this to me afterwards.

The final point I would like to make is about home care. Mr. Minister, it may be news to some of the great pundits in the field of health, but I was in the field of health care—and not out in the boondocks, Mr. Minister. I was in the field of organizing group health care at a time when group health care was very unpopular, not only

from the profession but from a great number of other people.

As a matter of fact a gentleman by the name of Larry Zolf and myself probably did the first door-to-door health survey and it was done in downtown Toronto, not too far from here. In fact, the present ARF facilities have replaced those houses that were there then. Now that was some time ago and one of the great difficulties at that time, Mr. Minister, was the fact that people simply didn't go to doctors; or if they did go to doctors they were virtually so far gone that there wasn't very much that could be done.

From there, Mr. Minister, I was one of the people who was very active in getting the health centre for Sault Ste. Marie. Again, that was a difficult struggle; but now 10 or 11 years later, that is accepted as a very good facility.

One of the difficulties now, I suggest to you, Mr. Minister, because of the success of our programmes over the years, and the fact that they are available to people at a very reasonable cost on the premium, is the question of the home care. Once again we are breaking new ground. There is no opposition to it. Everybody wants it.

But somehow in a metropolitan area the concept of home care simply has not penetrated into people's homes. After all, we have gone to great lengths with our OHIP to get people to go to doctors, and that is the very basis of it. When the individual doctors' offices became crowded, or we wanted 24-hour service, we encouraged people to break ground and go to the hospital emergency ward. In my time and yours, doctor, you didn't go to a hospital for anything unless you were very sick. Now we have the hospital emergency ward system accepted.

I would like to see the same kind of thinking and the same kind of input into the benefits of the home care programme, because I think that this can be a very valuable thing. If it was only going to save money, I couldn't care about it; but in the long term I think it will mean a great deal more to health. I think the money in it is just incidental; we are concerned about people's health services.

These are some of the remarks that I wanted to make, Mr. Minister. If your staff, at their convenience following the estimates, could send me some more details, I would perhaps be able to discuss these things with them, since they are incidental to my riding. And I know other people have questions

that may be incidental to the province, Mr. Minister. Thank you very much.

Hon. Mr. Potter: There are one or two things as far as the OHIP coverage is concerned—these 19 per cent that aren't covered. I think this bears out what we heard yesterday; the necessity for such facilities not to be health-oriented as much as socially-oriented as well. I am sure that Dr. Aldis would be delighted to work with you to investigate to find why we have 19 per cent who don't have their OHIP cards.

Mr. Drea: If I may say for the interest of people here, that is in a suburban area—that is not downtown Toronto.

Hon. Mr. Potter: The individual identity card is something we have been looking at—and the proposal that we are making is that we do have individual cards. We have been trying to negotiate with Ottawa that they would give us a block of social security numbers so that everybody would have their own card to use for identification purposes; to use for travelling, for hospital, medical, health, anything—have one card.

As you know, a few years ago when it was suggested this happen, everybody started saying, "Ah, they are going to put that finger on us; everybody has to be identified." But I think that we have reached the stage where everybody has identity cards now. Probably the oil companies and some of the larger stores know more about our own personal life than we know ourselves in many cases when they send out these cards.

We would like to see the individual identity card used when a birth is registered. That child would then be issued with an identity card to be used for all health purposes and everything else. We are now in a position where we are almost at the stage where we are prepared to bring in a three-part card. Anybody going to a physician's office would zip the card through, the same as you do anywhere else. They would write down what the treatment was for and the patient would sign it and get a copy; and the doctor would have one and send one in. But that is a little aside from that.

You were asking how people would know where to go and how to get admission to nursing homes, even when they are approved and so on. Anyone living in any area that is interested in following this up, we would be delighted to help. In Hamilton they have a placement bureau, and it is working terrifically well. They work very closely with the hospitals, all of the social agencies in the area,

the nursing homes and so forth, and they see that the people are properly looked after. I would commend this to you, to check into that.

I'm very concerned with the home care in the area.

Mr. Drea: I'm asking you to check into it with a view to setting it up for the province.

Hon. Mr. Potter: Pardon?

Mr. Drea: What I'm asking you to do—

Hon. Mr. Potter: I'm not talking about profits, I'm talking about—

Mr. Drea: No, no, province. What I'm saying to you is, whether it's done physically here in your buildings in Toronto or somewhere, or maybe through the district health councils, that we get this kind of a thing so that someone can call up and say, "My mother is qualified for extended care. Where do I take her, because the place I know is filled?"

Hon. Mr. Potter: That's where it will be done, through district health councils, but, let's face it, there are going to be areas in the province which don't have district health councils for some time, and I think it's most important that, we can see that this type of thing is done through the local social services agencies and so on.

Mr. Chairman: I understand, Mr. Drea, you are prepared to wait for the rest of your reply?

Mr. Drea: Yes, I am.

Mr. Chairman: Mrs. Campbell.

Mrs. M. Campbell (St. George): Mr. Chairman, I'm not going to apologize for any length of time I take, because I would like to say to you that although I don't have statistical proof I think I have more people in need of health services than any other riding in Canada. The reason is, I think, because I have in my riding St. Michael's, Central, Wellesley, Princess Margaret, Women's College, Toronto General and Sick Children's hospitals, with Mount Sinai across the street, and Western Hospital does service people in my area, so health matters are of great concern to me and to the people I represent.

I would like to say at the outset that when I first read of the changes proposed and the flexibility of service to be introduced I was simply delighted, because I felt that we were

moving into a new approach to health care and I was of the opinion, through my service on both the Toronto General board and the Western Hospital board, that there were people in hospital beds in active treatment hospitals who really did not need to be there and could be taken out.

However, the minister, in opening, discussed this and he discussed the home care programme. It may well be, Mr. Chairman, that as someone having been divorced now for some time from the municipal field and new in the provincial, I am not perhaps aware of all of the home care that I should be, but I'd like to deal with some cases to indicate some of my concerns. I don't think any of us want to have hospital beds closed if people are not getting the service in home care.

The minister discussed the matter of those people on kidney machines, and may I say that I am very pleased to see that we do have the opportunity to have these machines in homes. But, I'd like to discuss one case in my riding which indicates, perhaps, a failure in the home care service and I'd like to have an answer to it sometime. I have a young woman in her thirties who has been on a machine for three years in her own home. She is required to be on it two to three days a week for 10-hour stretches at a time. She's pleased that she can service the machine and so forth, but let me just draw your attention to the other side of the case.

She receives \$139 a month from welfare. She pays \$43 per month rent in Ontario Housing. According to her—and I'm not a doctor but perhaps the doctor will be able to tell us—anaemia is part of the whole case problem. Her doctor has prescribed a special diet, and I won't go into it other than to say that meat is essential, beef being preferred one egg a day; salt-free butter and a special type of cheese which costs \$2 per lb and she is supposed to have an ounce a day. There are all sorts of things like that.

I assume that if she were in hospital and her doctor prescribed this diet, she would be receiving it; I understand it is vital to her health that she have it. I have written to ask for some further assistance; I have not yet heard.

On top of that she has special things that she requires or rather, things in quantity she requires to service the machine—bleaches, paper towels and so on. She is allowed \$15 a month for transportation which does, in normal circumstances, permit her to get to her doctor with a cab. She can't use other

transportation. Beyond that, if the machine breaks down she has to get to a hospital and she does have to make visits to the hospital to take in samples.

She may not need nursing care—and I assume that she doesn't—but this is an aspect of this person's life that is not covered under any home care that I have been able to find. It seems to me that if we are talking home care there must surely be a thrust from this ministry to cover a person's needs rather than to relegate her to the other ministry which has its hidebound rules about service and about allowances.

There is another aspect that concerns me and I must say that as a lawyer I was thrilled with the move away from institutionalized care for those who had been diagnosed as having mental problems. But again, I would point out a case which I had been working on very closely with Dr. Appleton, whom I am sure the minister knows, and what it does to a family when people are returned home.

In this case, a woman has a disturbance; she is not apparently committable but she is raucous and difficult, mostly at night. She has an 83-year-old mother and a sister who is not very young who simply cannot tolerate this for their own health. There doesn't seem to be a thrust in this ministry to understand that not always can the person go home and that there must be other places available for the care of such a person, without having her believe that her family is reluctant to have her. She can't understand why and the doctors very carefully explain that they don't want her, which is devastating to the family. Those are two matters which I think have, perhaps, broad implications and I have raised them for that reason in the home care area.

I would like to move, if I may, to the matter of prevention which was also discussed by the minister in his opening remarks. I have been in close contact with a doctor who really is performing, I think, a very fine service in the city on the matter of going to schools and discussing with students the whole problem of venereal disease. I have talked with students who have heard her and they are very much impressed; they say this is the time that they have really learned something. There is a concern that actually—in her case, of course, she does it at her own expense—

Hon. Mr. Potter: Is this the woman who runs the clinic at Women's College Hospital?

Mr. Campbell: That's right. She is concerned that perhaps this prevention aspect is

not going to be funded as fully as it has been or that it certainly isn't going to get additional funding. I, too, am concerned because while the minister expressed concern and surprise that young children are victims of this disease, I would like to say that having been in the courts I would love him to know a little bit more about just how far down the age scale this goes.

The minister was also discussing the matter of this dichotomy which seems to have arisen. He says on the one hand that people must be responsible for their own health and, of course, I think this is quite true. On the other hand, he has suggested that annual checkups are probably not too efficacious; I'm not sure of his exact wording.

I find this difficult to cope with and I think the public, or those with whom I have discussed the matter, is inclined to believe that the cutback in the annual checkup exists because of the OHIP costs rather than being a matter which is not essential to people in protecting their own health.

If it's a fact that we don't need annual checkups, I suggest that this ministry must do a pretty super sales job because every person is told—on television, everywhere you go—it's the early diagnosis that saves lives. You have somehow got to overcome this thrust. I am not quarrelling with you; I have no reason to; I have no knowledge. But I say that it is important that the people understand what we are talking about if, in fact, it isn't important.

I would like to talk about the matter of the facilities available for the retarded. I had occasion, Mr. Chairman, as a judge, to have a deep concern for two 14-year-old girls; both prostitutes, I may say, both retarded. They had learned their trade through the common-law partner of the mothers so, as a judge, I was not about to return them home. What I was stuck with was a tremendous cost to the people of this province by retaining those kids in detention homes while I tried to find facilities.

When I called your ministry in desperation after several weeks of this and I explained that these children were retarded and were really your babies, I was asked, "Are they mentally retarded? Are they emotionally retarded or are they environmentally retarded?" And I said, "You have to be kidding!"

When I spoke to psychiatrists and psychiatric social workers about this discussion that I had had, they said, "That is something that you find in that ministry. It was a put-down."

They don't have the facilities and it's a way of getting around it." Now, if we have the facilities I am concerned as to why those children had to wait so long to get into a mental hospital.

I'm also puzzled a little, I think, by some of the statements which have been made about hospital beds for children in need of psychiatric attention. I discussed the matter with several people—all, I believe, knowledgeable in the field—and I recognized that there was an apparent disagreement in the profession as to the efficacy of bed-care for young children. However, I take it from what the minister has said and from what the expert of the NDP has said that at least there should be some provision of this service. I was, therefore, concerned over the hospital cutbacks as my information was that the Clarke Institute closed those very beds, and I wonder, if that is so, why? They certainly did for the time being. I don't know whether this situation still exists. If we are building facilities, I cannot understand why this would happen in this area, and I would like to have some explanation of that.

In his opening the minister discussed public health and he spoke of his programme, I think, in rather glowing terms. Mr. Chairman, you may recall that I did ask at that time if I could get the financial figures of the costs paid by municipalities for this care. I think, if we are going to be boastful about a programme, we ought also to look at the other side of the coin. I have found from the ministry that apparently there are only six municipalities, those in Metro, which receive 25 per cent contribution from this government and that all others receive either 50 or 75 per cent depending upon whether they are county health units or district health units. Apparently, municipal contribution to the programme is \$17 million and \$25.6 million comes from the province. The minister felt that this public health care should have a thrust. It should become more glamorous as we began to think in terms of improvements. I wonder if that indicates very much of a thrust.

I checked with the city of Toronto, which I knew best, to ascertain what its public health budget was. I am advised that it is \$5,924,752, of which they hope to receive \$1,400,325 in grant assistance, but they don't know yet because that is subject to final provincial and city audit. I find that when the minister spoke about dental care and the thrust for that sort of care in this ministry, that while they do assist in the preventive dental care programmes, the dental treatment

programme is entirely carried by the municipality in this area. I do not know whether that applies to those who have district health units which receive 75 per cent funding.

I wonder, too, now that you have other regions, whether those component municipalities are going to be placed in the same position as the city and the boroughs here. I may say that when I was at the city when this funding started in 1968, I tried very hard to get Toronto a district health unit. We were not permitted to have it and we could not find any assistance in the other boroughs to get them involved in the same thing. We were told that we had to have all the boroughs, or at least some of the boroughs involved.

I note there is a dichotomy today at Metro on the very same subject. When I look at the comparative funding of health services, I have concern for the city getting into this bind, too. East York has a total budget of \$520,442; Etobicoke, \$1,463,598; North York, \$2,739,075; Scarborough, \$1,176,036 and York, \$911,756. So that I would think Toronto might well be fearful that some of its programmes would not be attended to if they were brought into the scope of a district health unit which, I presume, it would be.

I would think that probably someone in this ministry should clarify that position for the city of Toronto—if in fact that is troubling it. I think it's fair to say that the city of Toronto, having had considerable assets, has always had a very strong thrust to provide adequate health care for its people and I am sure it would not want to see its programmes cut. I would sincerely ask that somebody from this ministry look into it to see whether in fact that is their reason for balking somewhat at this time.

I can't think of any other reason, but there may be one and I have not, in the time at my disposal, been able to make contact, to ascertain whether that is the situation.

The minister has spoken about ambulance service. And I must say I presume that this has improved across the province. I have always been concerned about the ambulance service situation in the city of Toronto. I don't know that it has improved, but with the thrust to centralizing the equipment and centralizing the services we certainly have seen cases where the Metro EMO service, as it was, would in fact send its ambulances out, bypassing the private ambulance and thus slowing down the time of delivery of service. This bothers me because I don't think it should happen. I can give specific cases if I have to.

I think one of the most outrageous ones was a case where an ambulance came into Toronto General Hospital from Niagara Falls. It was there when there was a call for an ambulance to go out to Welland. The service at Metro sent out an ambulance from Scarborough and would not use that returning ambulance. I think that is a waste of both time and dollars.

I'd like to know further whether the minister is concerned about the quality of ambulance drivers, and if he is—and I know that we have instituted courses for them—then it seems to me that there should also be a concern that the expertise of these people should be reflected in acceptable salary ranges.

I also am concerned about whether or not when these people are trained—and it is important as I understand it that an ambulance attendant know how to handle a patient, he could do damage if he doesn't know how to handle some patients—there is any protection for the ambulance drivers; or if anything is contemplated by this ministry for a good samaritan kind of legislation to cover these people who really can run some pretty awful risks. I would like some comment on that aspect of health.

I note the amount budgeted—I believe \$33.65 million for a health resources development fund—and I understand that part of this at least is to pay doctors and dentists to go to underserviced areas. If this is true, I'd like a comment on it.

I would like to know whether this government is prepared to license nurse midwives who work in isolated areas where there are no physicians available. I would also like to have an answer as to the government position on the matter of psychiatric nurses and whether they should not be licensed and accepted in the province.

I am somewhat concerned about the matter of the health units. I thought that when we were having district councils that these were to be moved from the people and not imposed upon the people. But I am wondering if it is not a fact that today these are rather imposed; certainly in the ones of which I have knowledge, the personnel are chosen by government. I wonder if that is really a thrust toward understanding the whole philosophy behind this community health approach.

I was very pleased to go to see the Flemingdon Park project, which of course was one that was worked out co-operatively by doctors from Sunnybrook Hospital and the people. I found that it was rather remarkable, because they have built in to the programme

some of the socially oriented needs of people in conjunction with the straight medical needs and now are branching out into dental care.

They even went so far in that project to call the people in to help to design colour schemes, which are quite psychedelic and have, I think, a tremendous effect on the people who are served there. I am going to have to contrast it a little bit with the unit in St. James Town, which is in my riding. I wonder if there couldn't be a closer look at the needs of people beyond health care alone. I know that has been touched on, but I draw that to your attention.

I am concerned about some of the costs which I don't understand. I noted the item which appeared in the Scarborough Herald concerning the hospitals in Scarborough and this policy of having radiologists paid, ex post facto almost, where apparently people go to the hospital; if they go in at night, or on a weekend, there's a doctor in charge. He reads the x-rays. Then the x-ray technician, or whatever, comes in the next day, reads it all over again and submits the bill. I'm not clear about it. I'm not a doctor but I wonder about that.

I'm concerned, for instance, with the stories I hear about Sudbury, where people are new to an area such as Sudbury. They have difficulty in getting to see doctors. Unless they have been referred by doctors elsewhere they have difficulties, according to my information, and there too, if a person is injured in an accident, for example, I understand that you cannot get an x-ray unless you have a doctor's visit first and then go for your x-ray.

I don't know what you do in a case like that and I'd like to hear, because I think that, again, if it's a practice that you cannot go to a hospital and get an x-ray without first going to a doctor for an appointment I'm wondering if that exists and if that isn't perhaps a misuse of funding. I would like to hear some comment on that.

I think I have now covered a good part of the matters which are of great concern to me and to my people. I have included, however, a couple that are not in my riding but they have been brought to my attention.

I am not going to repeat the questions which have already been put in other areas, because I don't think it's in the best interests of the review of this that there be repetition and I have tried not to repeat for that purpose. Nor, Mr. Chairman, have I attempted to approach these estimates in a partisan fashion. I am deeply concerned about the fact, however, that we have the two most

costly ministries reserved to the last of an estimate perusal, and I don't think that can be ascribed to the opposition. I am aware of the fact that in the early stages of budget review, being new here, Mr. Chairman, I did seek to go into detail so that I could understand the process and understand the content of these estimates. Therefore, perhaps, I did contribute—undoubtedly I contributed—to taking up time in other estimates, but it seems to me that it is the duty of the opposition to understand, so that they can explain, and perhaps make some useful contribution to the ministries. For that reason I do not really apologize for having taken time in other estimates and thus not having full time here, and I would not want to be accused of that as an opposition member. I take exception to the suggestion.

There are other matters. Drug abuse, of course, is one of the major problems facing people in the city of Toronto. I don't know how it is in other areas. I would like to know if this ministry has done any kind of research into whether there is an increase or a decrease in the use of drugs. I say it for this reason because the courts tended to show a decrease in younger children, other than in sniffing. I am not at all sure that that was because there was in fact a decrease or because they were not being brought before the courts.

I think it is important that this ministry should understand it because, certainly from the children I saw in the courts who were on drugs, it is a pretty sad scene, particularly when you look at them when they are very young. Of course, glue sniffing is from seven up. As far as I am concerned those were the ages it started at. I saw them at seven and I saw them later on.

Of course, there is the use of alcohol in young people and I wonder what is being done about that. Many of the children I saw went from sniffing glue to alcohol at very young ages. I wonder if there is anything in this ministry to assist in cases of this kind?

As I look at either a welfare ministry or a health ministry, I would like to see a great deal of money spent in the preventive areas. I recognize that this is a large ministry with a great many functions but I am a little concerned that out of the whole budget there isn't that much being spent in the preventive areas, particularly as it may apply to young children.

As I say there are obviously other areas that I should be covering and haven't, but there is one other area that I have to cover.

That is the matter of the nurses' training. I wonder if there has been a resolution of any problem with the Ministry of Colleges and Universities. One of the things which the older nurses were concerned about was the matter, in the programme, of the pupil-to-instructor ratio. They were very concerned that you could not maintain the ratios in this field that you can maintain in the other fields in the colleges. I would like to know whether this has, in fact, been resolved for funding purposes because the older nurses are very much of the opinion that you have to have, I think, not more than eight students to an instructor because you multiply that by so many beds in the hospital for care. They were very much afraid that under the new regime there would be this discrepancy and they have drawn it to my attention. However, it was some time ago and I haven't had an opportunity to raise it so perhaps it has been resolved.

I think, Mr. Chairman, that pretty well concludes my remarks at this time.

Hon. Mr. Potter: Mr. Chairman, I'd like to thank Mrs. Campbell for her presentation this morning and certainly for the very constructive criticism we are getting. If I might run over the points to try to answer some of her problems, first of all I would ask her, if she would when we are through, give us the specific cases she was talking about.

Mrs. Campbell: I have them here.

Hon. Mr. Potter: We would like to deal with them. As far as the home care programme is concerned, the points that Mrs. Campbell has brought to our attention this morning are points that we are aware of and we are trying to work out a system by which we can deal directly with them. My hon. friend has suggested we try to cut out the overlapping with the Ministry of Community and Social Services. As we have said earlier, while our home care programme does provide drugs, dressings, appliances and some things in some types of illnesses, renal dialysis is a good example of patients requiring something over and above the home care programme which isn't provided today.

In my own area I have a patient who unfortunately has to go to Kingston every week to get her dialysis. She goes down on Mondays and comes home on Wednesdays. Her daughter and son and husband work and it is very difficult for them to take her down. There has been no arrangement for transportation, and it is just a little bit too much to expect that family to cover the cost of

this type of thing. So we know and we are having specific instances brought to our attention, but it is not just your case and my case that we want to deal with. What we have to do is work out the details of how this can be done generally to pick up the slack in that area.

VD, you have spoken of that, and I spoke briefly to expand our PR programme or, if you like, our information programme, particularly in the schools. And rather than take up time now, I might just draw the attention of members of the committee and the members of the press to the teaching kit that is available. Afterwards, if anybody wants to learn more about it, they could come over here and I am sure Jim Bain, who is director of our communications branch, would be only too happy to show them what it is without taking time in committee to do it now, if that meets with your approval.

The annual checkup is something that I think we should get clarified. We are not suggesting for one minute that the annual checkup be taken out of the OHIP benefits. What we are saying is that there is a great deal of controversy today about the value of annual checkups. Those who have been doing a great deal of research into this are saying to me, "Look, what we are saying is we don't think that for all of us to go and have annual checkups is really the right approach to take toward preventive care. What we are saying is that people, at the first symptoms or if they have things that they suspect should be checked, should get there early, get them checked and then follow them up afterwards."

They feel that those who really need it are the ones who should be going and doing it, but unfortunately the figures they give me indicate the people who go for annual checkups are not the ones who should be going in the first place. It's the ones who should be going that we must get to and say, "Look, you are the people who should be going and having this type of thing," instead of just saying it generally.

The Cancer Society have said the same thing too. They have found from their cancer detection clinics that really it's the wrong people who are coming to them. If we could just convince people that when they first get some symptoms or anything, for gosh sakes get there and get it looked after. The annual report of the Ontario Cancer Society—I think it was Mrs. Banting who was saying this—showed that the morbidity of people tested in the clinic and people in the private sector isn't any different in that the

mortality rate isn't any different between the cases picked up at the clinic and the mortality rate picked up after the disease was detected.

Certainly nobody is in a position to say that this isn't any good or anything, but I don't think we should be interpreted as saying that it isn't any good. When we are talking about the fantastically large amounts of money that are being spent, I think we must look at all these things and make sure that we are getting value for our dollar. If it is not proved to be effective, then perhaps we should try something else and see if we can get around it in another way without just carrying this on because we started it in 1919 and everybody expects it to be carried on whether it is effective or not.

You discussed the problem with the mentally retarded, and Dr. Zarfas, as you are probably aware, is director of this programme; he is here this morning, and I would be delighted if Dr. Zarfas himself would tell how he is handling this programme, if you would like to hear from him.

Mrs. Campbell: I would like to know about this business of the mentally retarded, emotionally retarded, and environmentally retarded because it gets to be a refinement that I don't understand.

Dr. D. E. Zarfas (Director, Retardation Services Branch): I can share your concern, Mrs. Campbell, because I have found it very much like a runaround and I am very concerned that we don't get a runaround.

Mrs. Campbell: I got it as a judge, and it concerned me.

Dr. Zarfas: At the same time, there is a problem between emotionally disturbed children and mentally retarded children, and the presenting symptom could readily have fallen into either camp and Dr. Naomi Rae-Grant and I try to work as closely as we can together to determine which area this type of problem—

Mrs. Campbell: But in this particular case you had a clinic, and a very fine clinic, stating the children were retarded.

Dr. Zarfas: These children had been seen by the Mental Retardation Centre?

Mrs. Campbell: No. They had been seen by the psychiatrist at our clinic at 311 Jarvis St.

Dr. Zarfas: I wonder whether there was a referral to the Mental Retardation Centre where we do—

Mrs. Campbell: Oh, yes. They tried everything.

Dr. Zarfas: —have an emergency service. I wonder whether that's where this question was asked or whether it was in my office. This would have bothered me.

Mrs. Campbell: It's in your ministry.

Dr. Zarfas: Was my office called, do you know?

Mrs. Campbell: I called.

Dr. Zarfas: Could I have—

Mrs. Campbell: Yes, I'll tell you the names—

Dr. Zarfas: —more details of this because we would be very much concerned. The other thing, I wondered if this was an emergency situation, whether the thought of the Children's Aid Society and protective custody, for this type of a situation—

Mrs. Campbell: They couldn't handle it. They didn't have the facilities for this.

Dr. Zarfas: —because that would certainly, if you couldn't get service somewhere else, be one way of initiating it.

Mrs. Campbell: I was aware of that function.

Dr. Zarfas: I am sure. We certainly do provide an emergency service for diagnosis and assessment for both emotionally disturbed and mentally retarded children at the Mental Retardation Centre—although their principal involvement is with mental retardation. They see 10,000 different cases during the course of a year. It's a service that should have been able to give you help. I would be pleased to be able to help in this matter. I think the question of the institutionalization would have been solved by them—at least dealt with by them—and I'll be pleased to look into this in more detail.

Hon. Mr. Potter: You also raised the point of the municipal cost of public health units. In fact, in most areas of the province they are now paid 75 per cent. You are aware of this, I'm sure, because you were involved for so many years with the Toronto situation. To be quite frank—and it's long before my time, again you were there at that time—I think the reason this was introduced was to try to encourage the small health departments to become united into district or county health units. The legislation at that time was drawn up to offer an incentive to the municipalities

to get into this type of thing. At that time too I think, as you've pointed out, the city of Toronto itself was the one that balked—

Mrs. Campbell: No.

Hon. Mr. Potter: Wasn't it?

Mrs. Campbell: No.

Hon. Mr. Potter: It was the boroughs then.

Mrs. Campbell: It was the city that wanted it. It was the boroughs that balked.

Hon. Mr. Potter: Now it is just the opposite. Now the boroughs all want it and the city of Toronto is saying, "We don't want it." Very recently, within the last two weeks, we met with the mayor of the city of Toronto and hopefully we've got them to the stage now where they are considering a two-tier system, set up as your Metro government is in Toronto now. They would have this two-tier system health unit with a health committee for the Metro area, then each of the boroughs would have its sub-committees to handle it in its area. We have—

Mrs. Campbell: Still at 25 per cent?

Hon. Mr. Potter: No. No.

Mrs. Campbell: Oh.

Hon. Mr. Potter: In discussing this with the chairman of Metro and with the mayor of Toronto, we have agreed that to expect one board to try to administer the whole thing, there really would be great difficulties, and I think we are at the stage now where the city of Toronto is pretty well prepared to go along with this, aren't we?

Mr. S. W. Martin -(Deputy Minister): Yes, and Mrs. Campbell brings up the point about the quality. What the two-tier structure was designed to do was to provide a level that would be common to all the boroughs and the city, but there would also be freedom, if some of the boroughs or the city wanted to go beyond a certain standard and had the funds to do it. That would be their privilege. The two-tier proposal was made and, as the minister has mentioned, His Worship at the moment is discussing this further with Metro. Hopefully, out of these discussions will come the kind of agreement, which looks possible in this area, to resolve it now. You are quite right. The boroughs have now supported it. It was the city that rejected it, but I think it was more on a misunderstanding than because of being against the principle of the proposal.

Hon. Mr. Potter: I don't know whether that answers it. I have Dr. Martin here, and if there is anything more that he can add to that for you, I would be delighted to have him do so.

Mrs. Campbell: No, I won't take the time of this committee for a local matter, although Metro seems to me almost not local any more.

Hon. Mr. Potter: I think we've got it pretty well solved. At least that was the impression I got after the last meeting with the mayor.

As for ambulance service in the province, I think over the past few years we have gone a long way in improving the ambulance service. As I said before, we have an ambulance service that the other provinces are now looking at and trying to learn from. In doing this, they have been trying to correlate the services and to stop just what you referred to here a few minutes ago.

We met again just in the last few weeks with the Metro chairman to discuss the ambulance services and to see that they were properly correlated and to stop this type of overlap. Mr. Martin would be prepared to talk to you about any further development in that. That was what came out of the meeting as far as I was concerned. Mr. Martin was to get in touch with him.

Mr. S. W. Martin: I think I can appreciate the point that Mrs. Campbell is making in this case, because it is the question of EMO and the private operators. From the time the programme has been introduced, we have been attempting to rationalize the position of the private operator within a public system. While at times it hasn't always been easy, we have been concerned because there are some very responsible and good people that have been operating systems.

We are concerned because in an area like Metropolitan Toronto, obviously, there has to be overall rationalization, and in that it can't go all one way or the other. As the minister has mentioned, we have had some conversations with Mr. Godfrey lately. It would appear that some very intensive work is going to be done, recognizing the problems that are on both sides of this and hoping to find and reach a mutually agreeable solution.

Hon. Mr. Potter: You spoke about nurse midwives and psychiatric nurses and so on and their areas of responsibility. We have now set up a committee composed of representatives of the College of Nurses and the College of Physicians and Surgeons, which is studying this matter to make recommenda-

tions to us as to the sphere of influence, responsibility, licensing and this type of thing. Particularly in the northern areas of the province where we have nurses in remote areas, they have to be given more authority and much more responsibility than they have today.

Mrs. Campbell: And protection.

Hon. Mr. Potter: And protection, this is true. There are some areas, as you know, where there just isn't any other help there for them, particularly in some of the Indian settlements. I was up through there a year ago, in the northwestern part of the province. These people are out in no-man's-land and sometimes they can't even communicate by telephone or by short wave. As a matter of fact, the Ministry of Transportation and Communications is attempting to get Bell Telephone or somebody to develop a decent system of communications up there so that during storms or inclement weather they can communicate. During the time I was there, there were two days that we couldn't get in or out. I learned at first-hand the problem they are faced with.

The individuals who are trained to go in there, these nurses who get special training to go in there, must be given some type of protection. This is being dealt with at the present time.

I understand your concern about the appointments to health councils. It is my concern, too, because we must have people on there who are truly representative of all segments of society. In order to get these things going at the present time, in the areas where we have been working with the local people to develop health councils, they set up a task force which, in turn, is working with everybody. We have asked them to make submissions to us of names. Hopefully, if I can get the government to do it this way, we will have them appointed by order in council to begin with, as is done in some areas, and then decide how, but rather than wait and find out whether it should be appointments locally or what, we would then have a year or two to decide how it should be carried on.

In making these appointments I would hope that they would be made on an alternating basis so that some would be appointed for one, or two, or three years, so that they would be switching over. We have had the names submitted from some areas and we have sent them back and said: "I wish you would take a closer look at this and give us

a wider distribution through the community of names that we can choose from, so that we do have, in fact, all segments of society." In doing this I wouldn't want people to think for one minute that we are saying the names that are submitted aren't good enough. They trouble is, they are all good, but we don't want to have all professors or all university people or all vice presidents or presidents and this sort of thing. We want the public represented.

Mrs. Campbell: Or even all Tories!

Hon. Mr. Potter: We want it done so that the people appointed are truly representing the people in the area. So our concerns are the same here and I see no reason in the world why we can't get it straightened out.

Your mentioned x-rays on holidays, Sundays and—

Mrs. Campbell: Holidays and nights.

Hon. Mr. Potter: Yes. This is new to me. As far as I am concerned there should be only one fee paid for x-ray services in hospitals. I just can't understand how there could be duplicate payments, but if you have a case let me have it, because I would like to check this out. Very often we see these statements made in the press and when we try to check it out we find that it is a misquote or something and it just isn't quite that way, but certainly there is no way we are going to allow payment of that sort.

The other thing you will be interested to know is that I said yesterday—I don't know whether you were here yesterday or the day before—

Mrs. Campbell: I have been here every day.

Hon. Mr. Potter: Well you have heard that we are at the stage now where we are practically ready to get individual profiles. Is that right or isn't it? Where are we on the profile deal now, individual patient profiles.

Mr. G. E. Fetherston (General Manager, Health Insurance Division): I think that is a way off yet.

Hon. Mr. Potter: How far off?

Mr. Fetherston: It depends on what priority we give to it.

Hon. Mr. Potter: We have had individual profiles before—

Mr. Chairman: Excuse me, Mr. Minister. I don't think this is getting through to anyone.

I wonder if your staff could either come close to a mike or use the mike over there.

Hon. Mr. Potter: I am sorry. What we are trying to do is get, from our computers, patient profiles showing us any duplicate charges or any abuses, so that we will be able to pick this up. This is the whole issue.

The question about ordering of x-rays, I really want to approach this very cautiously. Granted, we could say that to make it necessary to be seen by a physician before you have an x-ray is an added cost, but really I don't think it would be in the long run.

In the first place, the physician should see the patient to determine whether or not an x-ray is necessary. I criticize them for ordering x-rays indiscriminately. You make sure you don't need them. If you don't need it, don't do it. I am a little concerned about what might happen if you were to say that it is the right of anyone to go into any hospital or any x-ray facility and say, "I want to have an x-ray of my ankle because I twisted it yesterday." You are not suggesting this?

Mrs. Campbell: No. I am talking about accidents where—

Hon. Mr. Potter: Oh, I understand. What you are saying is that if the patients go to hospital, as long as they are seen by a nurse or someone who thinks that they should have an x-ray, then they shouldn't necessarily have to be seen by a doctor—I couldn't agree more. This is a matter that we will certainly look into. Most of the hospitals today, as you know, have emergency staff on Saturdays and Sundays and at nights. They are gradually getting there. They are being funded on the budget basis, and I hope it gradually extends around the province.

Mrs. Campbell: There isn't much emergency treatment in Sudbury, as I understand it.

Hon. Mr. Potter: There should be because, boy, they have got the staff. Is it in Sudbury where you are referring to this? I was up in Sudbury not too many weeks ago and I will be going back before too long and I will certainly check into this for you and find out for myself what the situation is.

Mr. S. W. Martin: If I could add, Mr. Minister, that that is one area where the new and very enlarged facilities for emergency have now been rationalized at the general hospital, and those facilities have just very recently been opened, but this is to make sure that there are people on duty all the

time there. Instead of having it distributed over the three hospitals it has now been centralized in the one, so that people will know that that is the emergency centre for Sudbury.

Mrs. Campbell: I am just wondering, in that case, how they get there. The location of the hospitals is a mystery to me. Why are they all in one spot? What do they do if there is a serious emergency? They are blocked off. I can't understand the locations, but I suppose there is something that you might have in mind.

Hon. Mr. Potter: We are stuck with it, but we are working on it.

Mrs. Campbell: You are stuck with it? You don't have any voice in the location of hospitals?

Hon. Mr. Potter: Yes, but I didn't have any voice with those.

You spoke about drug abuse and alcohol abuse, and this is something that we are very concerned about. You have heard me speak about it before; I am very anxious that we get developing a programme. Dr. Archibald is here this morning, and I would like him to speak to you for a few minutes about what they actually are doing about alcohol and drug abuse today. Is that what you want?

Mrs. Campbell: Yes, I just wonder though, if no one else is interested, if I could talk to him and let other speakers in who are anxious to get on.

Mr. J. Root (Wellington-Dufferin): Mr. Chairman, that is one of the questions I asked you about the other day.

Hon. Mr. Potter: That is one of the questions you asked too?

Mr. Root: I asked whether you are doing any research on what effect does alcohol, drugs and even tobacco have on the OHIP programme.

Hon. Mr. Potter: Dr. Archibald, will you talk for a minute up here?

Dr. D. Archibald (Addiction Research Foundation): Mr. Chairman, Mr. Minister, Mrs. Campbell, one of the questions that was raised is the overall trend as we see it at the moment in terms of drug use in the province, and in the country generally.

I am neglecting alcohol at the moment, and I will deal with that separately, but the trend at the moment seems to have levelled off as of between 1970 and 1972, with some variations within the substances, of course.

I think very clearly the panic that was associated with drug use as of two years ago, has certainly diminished very considerably. But this does not mean that the problems have disappeared in any particular sense of the term, except that generally the use of various kinds of substances seems to have levelled off in terms of the data that we have gathered—and very extensive research within the younger population particularly would be the point of reference.

For example, solvents and glue—which you mentioned particularly—this seems to be a cyclic phenomena, as a matter of fact. It does come and go; it goes up and down. Sometimes it goes up and down in relation to the amount of publicity that is attached thereto, which poses some real challenges for the educator in this area. We are constantly concerned about that.

The use of cannabis and marijuana went up rather dramatically from 1968 through to 1970, and then up slightly between 1970 and 1972. However, we have some reason to believe, short of the full epidemiological data, that the use of cannabis is rather widespread now, not only throughout the younger population, but some of the newer older population as well.

I think we can forecast that there will be health problems appear in the future as a consequence of some rather widespread use of this particular substance.

Barbiturates is an area that concerns us very considerably because there seems to have been a fairly dramatic increase in their use, essentially for non-medical purposes. Whether or not we can forecast that this is one of the epidemics of the future, is problematical; but we are certainly keeping our eye on that one rather carefully.

The opiates have always been a matter of very considerable concern, and they have generally increased since 1968. But it has levelled off in the last two years at a somewhat higher level than previously. There is some evidence, too, that heroin is being used by some of the younger population. We keep an eye very closely on the trend in the United States in terms of the use of the opiates. As you know, they have been through an enormous epidemic there, particularly associated with the Vietnam experience. They claim that the back is broken on the epidemic in the United States. To the extent to which Canada will follow this is somewhat more difficult for us to tell at the moment; but this is an area of considerable concern.

Mr. Ruston: Morty must be there, no quorum.

Mr. Chairman: Would you continue, Dr. Archibald? It is all right; don't let the bells disturb you.

Dr. Archibald: Okay. The use of speed-amphetamines—seems to have levelled off; it has gone down slightly as a matter of fact. I think in part this is due to the relatively successful intervention of the federal legislation in establishing a better control system for the use of amphetamines. LSD has gone down rather considerably.

Mrs. Campbell: The feds did something right for a change.

Dr. Archibald: LSD seems to have gone down somewhat considerably. As a matter of fact, it went down rather remarkably about the time the evidence, or suspected data, came forward, there was a link between the use of LSD and physical damage particularly related to the genes. This message seems to have got through to a fair number of the young people. There is still a fair amount of experimentation but it is not nearly the major concern that we had at one time.

On the use of alcohol, we have stated consistently—I might say many countries throughout the world now are declaring it rather clearly—this is a major No. 1 drug problem. I think the data have been presented a number of times in terms of the Ontario picture and the Canadian picture. For example, the per capita consumption of absolute alcohol has just about doubled in the age group between 18 and 21 since the lowering of the drinking age. There is a direct cause and effect.

Mr. Bullbrook: May I just interrupt for a second? Do you make any input yourself to the Ministry of Consumer and Commercial Relations in connection with its programmes with respect to alcoholism?

Dr. Archibald: Do you mean the Liquor Control Board?

Mr. Bullbrook: I mean, for example, the use of the de-alcoholized beverages such as are quite prevalent in Sweden. Is there any input from your branch to the Liquor Control Board to use these products?

Dr. Archibald: I have met on two or three occasions with the chairman of the Liquor Control Board, and very particularly we have been discussing the data that we have developed in terms of the overall trends in the

use of alcohol; and have shared our concern. I might say that he is equally concerned.

In terms of the de-alcoholized—what did you say? Low alcohol or no alcohol?

Mr. Bullbrook: It is de-alcoholized.

Dr. Archibald: Some of it runs to about one per cent. It is used rather extensively in Europe and we are attempting—I won't say we—but we have encouraged the potential use of this substance in the Province of Ontario.

There is a second side to that, of course, which poses a potential problem, and that is that in the long haul it simply serves to implant the use of potentially alcoholic substances in the minds of young people. We simply don't know at the present time the extent to which this would, in the long run, act as a preventive mechanism.

Mr. Root: Could I ask a question for clarification? Did you say the use of alcohol has doubled below the age limit or in that 18-to-21 age bracket?

Dr. Archibald: In that age bracket, it has doubled approximately. Associated with this, of course, is the upward trend in terms of the damage that is imposed. For example, younger people are coming into the clinical situation heavily involved with alcohol. This is, Mr. Chairman, one of our major long term concerns.

Mr. Bullbrook: Would you recommend that we as legislators re-look at this? Do you think we should? Do you think perhaps our—

Hon. Mr. Potter: I think perhaps I can answer that. Dr. Archibald may speak about it—we are coming out with a programme. As a matter of fact he and our communications people are working on this now. It is a programme to bring to the attention of the public what the situation is and what we should be doing about it; about the abuses that are going on and the fact that we feel alcohol is really a No. 1 problem. Dr. Archibald will tell you that he has been saying for many years, if I may quote him, if we were to have our choice and go back years and ask which should we have, alcohol or marijuana, probably marijuana would be safer than the alcohol. I'm not saying that I am suggesting this, but they are saying that they are very concerned about this alcohol problem. Can you add anything to that?

Dr. Archibald: Yes, I'd like to clarify your point, Mr. Chairman.

Hon. Mr. Potter: Careful the way that might come out in the paper.

Mr. Chairman: It's not my point.

Mr. S. W. Martin: I think it would be fair to state to Mr. Bullbrook on the point you are making about the input of health into the alcoholic policy of the province, we have already come to that point.

An hon. member: Do be careful.

Mr. S. W. Martin: Yes, I've got to be careful of that too. But the point is recognized that there is a health consideration in the overall policy on that.

Mr. Bullbrook: Are you personally involved in this business of the de-alcoholized wine and the strange anomaly that the Liquor Control Board will not permit people to sell it because it doesn't contain alcohol?

An hon. member: You could probably sell it in the grocery store.

Dr. Archibald: As a matter of fact it is available through some grocery stores.

Mr. Chairman: Order, please.

Dr. Archibald: I wanted to get back to this marijuana and alcohol matter.

Mr. Chairman: I wonder if you could complete your point, Dr. Archibald, because we have to make an announcement to the committee. Go ahead and complete your point and we'll—

Dr. Archibald: The fact of the matter is we can't unravel history. The fact of the matter is that alcohol is the drug of choice of the western culture. Also the fact of the matter is if marijuana is introduced extensively it is going to be added to alcohol, and not used as a substitute for it, and I think this has to be clear in that understanding and the implications of course in the terms of health care.

Mr. Chairman: Thank you, Dr. Archibald. I understand there is a division in the House on the parkway belt bill.

We have our motion from Mr. Bullbrook. It has been suggested that since there are still a number of speakers and we are coming close to the time in which there may be a motion to adjourn that taking a vote now would constitute an abuse of the members' privilege to comment further on the vote.

Mr. Bullbrook: I must say, and I say this most respectfully, that that is not true. If

there has been an abuse, it has been an abuse of the motion itself. The motion related specifically to the vote under 2701. Therefore anybody could speak if they wished to with respect to 2701. Now we've given ourselves that elasticity that we wanted, apparently.

Mr. Chairman: I am prepared to put the question, then.

It has been moved by Mr. Bullbrook that the expenditure under vote 2701 in the amount of \$16,882,000 be reduced by an amount equivalent to the minister's statutory indemnity. All in favour of the motion?

Mr. Bullbrook: Before putting the motion, may I say something and I say this to the minister through you, Mr. Chairman. Sincerely and in as non-partisan fashion as I can muster, I must say that you and myself and the rest of the members of the Legislature are not performing our function here. We know, ourselves—to use Barry Goldwater's phrase—in your heart you know and so do I that we don't perform our function in assigning 10 hours to \$2,219 million.

I think we can only say this. We have this phalanx of people, expertise, available to us to teach us and this is what we are here for. We are not here to abuse them. We want to hear people such as the gentleman who just spoke. We are just not doing our job. I ask you to—

Mr. R. G. Eaton (Middlesex South): If some of the members wouldn't talk so long.

Mr. Chairman: Order, order. The point has been made.

Mr. Bullbrook: Why don't you just permit me to finish up the estimates in as delicate a fashion as possible? Just give me a moment, please.

Mr. Chairman: Would you, please?

Mr. Bullbrook: Do you know that I have spoken all of 18 minutes? Exactly 18 minutes in connection with these estimates. Now may I say to you, let us not have this happen again. I exhort you, as my colleague in the Legislature—more importantly—I exhort you to go to your colleague the House leader and assure us that never again will we have this amount of money so almost peremptorily treated.

Mr. Chairman: All those in favour of Mr. Bullbrook's motion please say "aye."

Those opposed please say "nay."

In my opinion the "nays" have it.
I declare the motion defeated.

Vote 2701 agreed to.

Mr. Chairman: We have, as I understand it, a division in the House.

Mr. J. Dukszta (Parkdale): Do you—

Mr. Chairman: You are still on the speakers list, Mr. Dukszta. The question is, do we proceed?

Mr. Dukszta: Well, we don't have much time, do we?

Mr. Chairman: Do we proceed to the House to vote or do we rise and report?

Mr. J. H. Jessiman (Fort William): There are two or three minutes. We would still make the House by 1 o'clock.

Mr. Eaton moves that the committee rise and report.

Mr. Chairman: There is a motion to rise and report.

All in favour of the motion?

An hon. member: I'm not.

Mr. Bullbrook: You've asked for the opposed?

Mr. Chairman: Yes. I've asked for the opposed.

Mr. Bullbrook: Oh, I'm sorry. I am opposed to it.

Mr. Ruston: Stifle the opposition. Closure, that's what they call it. Most governments fall on that basis. I think this one will too.

The committee adjourned at 12:56 o'clock, p.m.

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of the

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of the

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1973

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Auld 1553-5; Drowley 1555; Haggerty 1553-5.

Child care/welfare

Bales 111-2, 240; Brunelle 1951-2, 1965, 2000, 2004; Callaghan 114, 139, 180; Campbell 101, 111-4, 139, 180-1, 240, 1567, 1569, 1619-21, 1944-6, 1951-4, 1962-3, 2003-8, 2017; Cassidy 1958; Crittenden 1578; Eberlee 2005, 2009-10; B. Graham 1945-6, 1951-67; Lawlor 96; Lewis 1946, 1967-78, 1983-2001; Martel 1578-9, 1954-65, 2008-10; McLellan 1944; Root 1953-4.

Children, abused

Bales 240; Campbell 240.

Children, adolescent

Brunelle 2008, 2012; Campbell 2004; B. Graham 1961; Lewis 1968; Madger 2005, 2010; Martel 1961, 2008-10; Rae-Grant 2953.

Children, adopted/foster

Beckett 1965; Brunelle 1965, 2000; Campbell 1952-3, 2002; Eberlee 1965; B. Graham 1959-60, 1964-6; Lewis 1969-78, 1983-2001; Martel 1959-65, 2002.

Children, custody of

Callaghan 180; Campbell 88-9, 179-81; Martel 89.

Children, disturbed/mentally ill

Campbell 2003; Haggerty 1895-7; Lewis 1968, 2944-5; Magder 2005; Rae-Grant 2952-3; Roy 2878; Zarfas 2961-2.

Children, handicapped

Brunelle 1879; Campbell 1862-3, 1878, 1911, 1941-4; Eberlee 2020-1; W. G. Smith 1879.

Children, orphaned

Brunelle 2000; Lawlor 114; Lewis 1969-78, 1983-2001.

Children, poisoned

Fitch 699-700.

Children, retarded

Brunelle 2004; Campbell 2003-4, 2957-8, 2961-2; Eberlee 2021; Martel 2020; Potter 2863-4, 2867-8; Stapleford 2020; Zarfas 2961-2.

Children, sick/injured

Campbell 1878, 1941-4; Potter 2862-3, 2867-8.

Children, underprivileged

Bernier 2300-1; Brunelle 1829; Ferrier 2299-301; Martel 1828-9.

Children's aid societies

Beckett 1966; Brunelle 1710, 1951-2, 1966, 2001, 2008; Campbell 1569, 1945-6, 1951-4, 1962-3, 2003, 2006; Cassidy 1958; Eberlee 1960-1, 2005; B. Graham 1945-6, 1951-66; Lewis 1967-78, 1893-2002; Martel 1954-65, 2008; McLellan 1944; Root 1954.

Children's boarding/group homes

Beckett 1967; Brunelle 2004, 2012; Campbell 2003-8, 2011; Eberlee 2007, 2012; B. Graham 1967; Parrott 2012.

Children's camps

Bernier 2300; Ferrier 2299-300.

Children's institutions

Brunelle 2004, 2012; Campbell 2003-8; Eberlee 2005, 2007, 2010; Lewis 1974; Madger 2005, 2007; Martel 2008-9; Parrott 2012; Rae-Grant 2952-3.

Chimneys (*see* Smokestacks/chimneys)

Choral groups

Applebaum 1479, 1481-2, 1496; Bounslow 1481; Handelman 1481-2; McNie 1482; Parrott 1479, 1481-2; Root 1495-6.

Citizen groups/participation

Bales 22, 256-7; Bidell 2504, 2513, 2638; Brunelle 2051-2; Callaghan 22; Campbell 22, 1912-4, 2041-7, 2051-2, 2513-4; Carton 2513, 2646; Cassidy 256-7, 259-60; Clement 269, 278, 280; Cole 2059, 2061; Crawford 1912-4; Deacon 265-8, 280, 295; Eaton 2672-3; Eberlee 1781, 1833, 2041-4, 2061; Germa 2647-9; Haggerty 2638; Handelman 2679; G. H. Johnston 2665, 2679; Lawlor 258-9; Martel 1739, 1833, 1882-4, 2658-60, 2666; McNab 2659, 2666; B. Newman 2059-61; Stokes 2062-3.

Citizenship

Brunelle 2040; Campbell 2021-2; Martyn 2022-5; Moritsugu 2023-5; B. Newman 2040.

Civil rights

Bales 141, 157; Drea 140; Lawlor 132, 142, 156-7; Renwick 131-4, 141.

Civil servants

Deacon 304; Havrot 305.

Civil servants, senior

Campbell 300-1; Clement 279-80, 298-302; Deacon 299; Pukacz 37-9; Riddell 302; Singer 38; J. K. Young 299-300.

Civil Service Commission

Campbell 946; Kidd 947.

Coal/lignite

Auld 615-6, 697-8, 739, 762; Bernier 1651-2, 2407, 2412; Brunelle 2091, 2093; Burr 739; Caverly 615; Deacon 700; Drowley 700; Ferrier 1645, 1651-2, 2412; Foulds 2412; Gilbert 615-6; Good 697-8; Haggerty 762, 1638, 2406-7; Parrott 616; R. S. Smith 1652, 2093; Stadelman 2789; Stokes 2089, 2789.

Collection agencies

Clement 440; Lawlor 105, 200, 407; Renwick 190; Roy 439-40; Simone 440.

Collective bargaining

Campbell 1153-4; Foulds 1116-7, 1167; Ide 1378-9; Jackson 1116-7; L. M. Johnston 1063-4, 1116; Lewis 1373-9, 2943; McNie 1117, 1154; Sisco 1153, 1167.

SUBJECTS—*Continued*

College of Nurses

Campbell 1146; Pulsford 1146.

Colleges (*see* Universities/colleges)

Colleges of applied arts and technology

Bethune 1177; Campbell 909-10, 1060, 1073-7, 1080, 1082-3, 1109-12, 1121-2, 1147-9, 1176; Deacon 1092; Drea 928-31; Foulds 1088-9, 1105-6, 1112-8, 1160-1, 1167-8; Jackson 1064-5, 1092, 1101-3, 1116-7, 1121, 1124-5; L. M. Johnston 931-2, 935-7, 1060-3, 1066-7, 1074, 1076-7, 1091, 1094, 1101, 1107-9, 1113-6, 1125-8, 1158, 1160; Kerridge 1115; Laughren 860-6, 879-80, 934-7, 986-8, 1061-3, 1084-94, 1100-4, 1107-8, 1124, 1147, 1156-62; MacDonald 955; Martel 938, 1087-9, 1421-3; McLeod 909, 928-9; McNie 910, 928, 931, 936, 1014, 1038, 1059, 1062-3, 1073-6, 1082, 1084-94, 1101-6, 1109-12, 1114, 1117-8, 1121-2, 1126-8, 1144-5, 1147-8, 1158-61, 1164-8, 1177, 1421, 1423; Parrott 1125-8; Shaver 1082-4, 1105-6, 1111-2; Sisco 1148-9, 1164, 1167-8; R. S. Smith 1038, 1063-7; Taylor 914.

Colleges of art

Campbell 1049-50; Gordon 1026; Laughren 1025-6; McNie 1025-6, 1049-50; Parr 1049.

Colleges, church-related

Cassidy 1035-6; Drea 1036; Gordon 1036; McNie 1035; Parr 1036.

Colleges/schools of nursing

Bethune 1177; Campbell 1111-2; Foulds 1105-6; McNie 1106; Shaver 1105-6, 1111-2.

Comfort allowances, institutional

Brunelle 1716-7, 1828; Drea 1716; Martel 1827; R. S. Smith 1717.

Commission, post-secondary education

Cassidy 865; Laughren 864-5; McNie 856.

Commissions, royal, re

Bales 29, 31-2; Callaghan 28, 30; Singer 29-32.

Committee, company law

Clement 321; Deacon 321.

Committee, economic and cultural nationalism

Bernier 2369; Bullbrook 856-7; Laughren 2362-4; Martel 2369, 2382.

Committee, natural resources

Bernier 1653, 1681, 2169-71; Haggerty 1639, 2171; Maeck 2171; Stokes 1660, 1680-1, 2170.

Committee, OMB

Bales 255-6; Cassidy 255-6; Parrott 254.

Committee, parks and recreation

Bernier 2219; R. S. Smith 2219-20.

Committee, private bills

Cassidy 242; Lawlor 221; Martel 243; Renwick 242.

Committee procedures

Auld 693; Bales 185, 215; Bullbrook 2905; Burr 596, 737; Campbell 213-4, 1243; Cassidy 242; Foulds 1155, 1389, 1439-40; Good 597, 693; Laughren 944, 1100, 1243; Lawlor 185-6, 693; Lewis 2940; Martel 214, 242-3, 595, 794, 943-5; McNie 1099, 1156, 1243; Parrott 693; Potter 2951; T. P. Reid 737; Renwick 186, 242; Root 1244; Singer 215, 2936-7; R. S. Smith 1155-6; Wardle 794.

Committee, provincial-municipal liaison

Bennett 2774; Stokes 2774.

Committee, provincial parks

Bernier 1653; Ferrier 1644-5, 1653.

Committee, transportation, technical

Bidell 2501-3; Carton 2501-3, 2523; Cassidy 2500-3.

Committee, university affairs

Campbell 1053-5, 1148; Foulds 1058; Gordon 952-3; Kidd 1055; Laughren 986, 1055-7; McNie 953, 1053-4, 1057; Parr 953, 993, 1053-8; Sisco 1148; R. S. Smith 952-3.

Communications/services

Brunelle 2091-2; Carton 2444-5, 2549, 2551; Drea 929; Germa 2450; McLeod 929; Paterson 2442; Rathbun 2549-52; Stokes 2089, 2547-9, 2551-2.

Community centres

Brunelle 2104; Campbell 2098, 2108; Eberlee 1793-4, 2104; Lundy 1794; Martel 1793-4, 2105; Martyn 2104-5, 2107; B. Newman 2060; Stokes 2104-5.

Community development/personnel

Brunelle 2046, 2051-2, 2055-6, 2065-6, 2071; Campbell 2041-7, 2051-2, 2063, 2071; Cassidy 2046, 2064-70; Cole 2041-7, 2053, 2058-9, 2064-5; Eberlee 2041-4, 2054, 2056, 2060-1, 2066, 2068-70; Martel 2052-6; Martyn 2055, 2061-2, 2064, 2068; B. Newman 2059-62; Stokes 2062-3.

Community planning/programmes

Basich 2119-20; Brunelle 1731, 2118-20; Campbell 2118-9; Eberlee 1736, 2118; Martel 1730-2, 2119; Stokes 2119-20; C. J. Williams 1731.

Community schools/use

B. Newman 2103; Stokes 2102-5.

Community services

Brunelle 2026; Campbell 2021-2; Lawlor 107, 110; MacDonald 954-5; Martel 2057; Martyn 2022-4; McNie 954-5; Parr 955.

Commuters/services

Carton 2694; Haggerty 2694; Howard 2696-7; Kennedy 2696; McNab 2694-5.

Compensation, accident victims

Lawlor 98.

Compensation, crime victims

Bales 215, 236, 238-41; Callaghan 241; Campbell 111-2, 240; Lawlor 213, 215, 236-9, 241-2; Pukacz 236; Renwick 241; Singer 239-40.

Compensation, expropriation

Renwick 249.

Compensation, farmers

Bernier 2306, 2319; Wiseman 2306.

Computers (*see* Data processing/computers)

Conferences, interprovincial

Cassidy 890-1; McNie 890-1, 897-8.

Conflict of interest

Clement 443-4; Laughren 443-4; Lawlor 443-5.

Conservation authorities

Bernier 1636-7, 2193-5, 2199-203, 2212-7, 2287; Deans 2199-203; Foulds 2217, 2287; Good 2192-5; Haggerty 2215-7; Jessiman 2215; Latornell 2200; R. S. Smith 2212-4, 2219; J. P. Spence 2214, 2218.

Conservation officers/game wardens

Bernier 2223, 2305; Haggerty 2305; Stokes 2311-2, 2315, 2327; Wiseman 2305, 2314-5.

Consolidated revenue fund

Bernier 1682; R. S. Smith 1683.

Construction/costs

McCullough 978-80; McNie 980; Singer 976-80.

Construction, educational facilities

Deacon 1074, 1075-6; Laughren 1084; McNie 1074-5; Parr 1075.

Construction equipment/materials

Adcock 2675; Campbell 2675; G. Nixon 797-8.

Construction, highways/roads

Adcock 2616-17, 2620, 2623, 2669, 2678, 2682; Auld 835-6; Bidell 2621; Burr 2669; Carton 2620, 2623-4; Eadie 2622, 2669-70; Eaton 2671-2; Foulds 2615-8; Haggerty 835-6, 2689; Handiman 2677-80; G. H. Johnston 2679; McNab 2615-6, 2618, 2683-4; B. Newman 2618-21; Roy 2682-4; Ruston 2622-3.

Construction, housing

Clement 430.

Consultants/consulting services

Auld 822, 830, 849; Bowers 1262; Campbell 912, 1262, 1266, 1312-3, 1317-8; Deans 822; Drea 1317; Ide 1250, 1254, 1271-2, 1275, 1278, 1312, 1318, 1370, 1412; L. M. Johnston 935-7; Laughren 934-8; Lewis 1270, 1275, 1285; Martel 937; McLeod 911; McNie 912, 936-7; Renwick 190; Williamson 822, 849.

Consumer counselling/information

Campbell 293, 297-8; Carruthers 294-5; Clement 282-4, 289-98; Deacon 291-2, 297; Drea 283-5; Havrot 289-90, 298; MacBeth 285, 295; Renwick 282-4, 289, 292-3.

Consumer prices

Bernier 2419-22; Brunelle 1861; Campbell 1861; Carton 2554-5; Clement 277, 423; Germa 2553-5, 2558; Haggerty 2418-20; Jessiman 2556; Martel 1861; Renwick 271, 274, 276, 423-4; Stokes 2421-3, 2629; Summerley 2554-5; Yakabuski 2742.

Consumer protection/bureaus

Bales 145; Brown 434; Campbell 293, 297-8; Clement 264, 269, 276-8, 281-4, 289-98, 417-46, 449-57, 459-60, 470-1, 488, 494, 497-9, 502-5; Deacon 266-7, 283, 291-2, 297; Drea 436, 460-1, 465-7; Lawlor 419, 506; Martel 283, 494-7, 501; B. Newman 431-4; Renwick 145, 193, 271-4, 282, 289, 292-3, 499, 501, 587-9; Riddell 425-6; Roy 415-8, 436-7; Sargent 429-30; Singer 499-501; A. R. Walker 428-9, 456; Wardle 449-57; F. Young 426-7, 429.

Consumers' associations

Clement 291, 295; Deacon 291, 293.

Containers, returnable/non-returnable

Auld 809, 816, 829-34, 841, 1511-5, 1527-8; Burr 816; Gisborn 829-33; Good 1510-5; Haggerty 809, 834; Martel 1527; B. Newman 809; Wardle 1512; Williamson 814, 1513.

Contracts, highway

Adcock 2678; Carton 2684; McNab 2682-4; Roy 2682-4.

SUBJECTS—*Continued*

Contracts, insurance

Clement 383-4; Deacon 383-4.

Contracts, sales

Brown 495; Clement 284, 437, 444-5, 460, 495-7; Cox 438; Deacon 283; Drea 460; Lawlor 497; Martel 495-7; Renwick 501; Roy 437; A. R. Walker 428-9; F. Young 426.

Co-operatives

Clement 398-9; Lawlor 399.

Corporations

Clement 263, 330-1; Deacon 543; Doane 404; Lawlor 330-1, 403-4; Salter 403-4.

Corporations, multi-national

Etchen 2830; Haggerty 2830-1; Handleman 2842.

COSTI

Campbell 2023-4; Duksza 2024; Moritsugu 2023-4.

Cost of living

Bentley 346-7; Brunelle 1809-11; Campbell 1856; Clement 346; Lawlor 346; Lewis 1816; Martel 1809-11, 1817.

Cost-sharing programmes

Brunelle 1745-6; Eberlee 1732-3; Haggerty 1745-6; Martel 1732-3; Potter 2865-6, 2921-2.

Cottagers/Cottages

Bernier 1671-2, 1674-5, 2178-9, 2282-6, 2293; Foulds 2285-6; Germa 2293; Good 2178, 2194; Haggerty 2183; Maeck 2184; Martel 2244-5, 2281-5; Ringham 2284; J. P. Spence 1670-1; Stokes 2283-4.

Counselling services

Bales 204-5; Bennett 2826; Brunelle 1578-9, 1832, 1894; Campbell 293, 1619, 1962, 2073; Clement 293; Eberlee 1732-3, 1739, 1880-1, 1894, 1897; Etchen 2821, 2826; B. Graham 1945, 1956, 1958, 1960, 1963; Haggerty 2828; Lawlor 107; Martel 89, 204-5, 1577-9, 1613, 1732-3, 1737-9, 1832-3, 1879-84, 1958; Moritsugu 2023; Parrott 1801; Pillgrem 2828; Sohn 1896-7; J. W. Spence 1883; Stokes 2821, 2825-6; Welldon 2073-4; Willem 1881.

County/township affairs

Carton 2600; Stokes 2062-3, 2599-600.

Court clerks

Bales 4-5; 146-7, 196; Lawlor 8, 195, 200; Martel 200; Renwick 66-8, 190; Singer 146-7, 197.

Court costs

Bales 123; Cassidy 123; Renwick 193.

Court facilities (see Courthouses/court facilities)

Court records (see Police/court records)

Court reporters

Bales 5.

Courthouses/court facilities

Bales 42, 134, 187-9, 194, 198; Campbell 100; Lawlor 134, 193-4; Martel 42; B. Newman 187-9; Renwick 134, 191; Singer 197.

Courts

Bales 3-5, 16-8; Bullbrook 14-5; Lawlor 7-13.

Courts, appeal

Auld 716-7; Bales 15, 64, 124, 128-9, 137; Callaghan 54, 121, 123, 181; Campbell 181; Cassidy 123, 128; Lawlor 121, 195; MacDonald 716-7; Renwick 53, 167-9; Singer 51, 64; F. Young 48.

Courts, division/small claims

Bales 144-7, 157-8, 189-90, 196-7, 199-201; Lawlor 157-8, 195-7; Martel 198-201; Renwick 144-5, 189-93; Singer 146-7, 197.

Courts, juvenile/family

Bales 4, 62-3, 81-2, 87-8, 101-2, 112, 212; Callaghan 44, 180-1; Campbell 44-5, 62-3, 72, 87-8, 101-2, 109, 112, 116, 120, 139, 179-81, 209-12; Lawlor 96, 202; Martel 89, 102, 202, 204-5.

Courts, provincial/county/district

Bales 4, 14-5, 67, 194, 198, 206-7; Bullbrook 14-5; Callaghan 67-8, 207-9; Gaunt 203; Lawlor 13-4, 194, 201, 207; Renwick 66-8, 131; Singer 197-8, 205-7.

Courts, supreme/high

Bales 3-4, 18-9; Bullbrook 14; Lawlor 13, 247; Singer 18-9.

Credit cards/charge plates

Drea 524; Lewis 2943.

Credit companies/bureaus

Clement 281, 417; Renwick 275; Roy 415-6.

Credit unions

Bounsall 399-400; Clement 398, 411; Jaffray 399-401; Lawlor 398-9; Renwick 275; Sargent 400-1.

Crime/criminals

Campbell 139; Gaunt 203.

Criminology/centres

Bales 60.

Crown attorneys

Bales 6, 42, 46, 63, 117-9, 121, 138; Callaghan 45-7, 60, 116-7, 119-20, 135, 138, 177; Campbell 63, 116-8, 120, 209-10; Lawlor 45, 117-21, 134-5, 140; LeSage 117-8, 121; Martel 46; Parrott 121; Renwick 135, 138; Roy 177; Singer 43, 47.

Crown corporations/agencies

Callaghan 83; Drea 1309; Ferrier 1644-5; Laughren 2361-6; Pollock 83; Renwick 76, 83.

Crown land

Bernier 1636, 1669, 1675-7, 2152, 2212, 2218, 2239-40, 2245, 2247-8, 2253, 2271, 2282; Ferguson 2182; Ferrier 1679; Foulds 2287; Gilbertson 1676; Good 2240; Haggerty 2247; Lewis 2271; Martel 2244-5, 2281-2; Stokes 1657-8, 2152-3, 2175-6, 2183, 2239-40, 2248, 2254.

Cultural development

Campbell 1330; Duksza 2032-3; Foulds 927, 1246, 1331-4; Laughren 1444-5; McNie 927, 1348, 1443-5; Moritsugu 2032-3; B. Newman 1336, 1445; Root 1443, 1495.

Curriculum

Bullbrook 856, 858-9; Campbell 1000-3; Drea 929-31; Foulds 1009; Gordon 1000-3; Jackson 1102; L. M. Johnston 931-2, 1125-6; Laughren 861-2, 1102; McNie 931, 1000-1, 1003, 1009-10, 1164; Parrott 1125; Sisco 1164; R. S. Smith 1164.

Data processing/computers

Bales 204; Bennett 2842; Bethune 1207; Bounsell 1207; Callaghan 62; Campbell 299-300, 912; Clement 402-3; Gordon 1020; Ide 1399-400; L. M. Johnston 912; Lawlor 576-7; Lewis 1400; B. Newman 1020; Pollock 61; Priddle 576; J. K. Young 299-300.

Daycare/centres

Brunelle 1620-1, 1720-1, 1728, 2013, 2017-8, 2035, 2056, 2095; Campbell 1569, 1590, 1618-21, 2013-14, 2017; Eberlee 2019-21; Laughren 1626; Martel 1728-9, 2019-21, 2056; McLellan 2013; Stapleford 2018-20.

Deaf/hard of hearing, schools for

Martel 966, 1420; McNie 966.

Death rate

Auld 757; B. Newman 757; Stopps 757.

Deaths (see Fatalities/deaths)

Debentures

Campbell 1005, 1074-6; Deacon 1075; Gordon 983; L. M. Johnston 1074; McCullough 1005; McNie 984, 1075-7; Parr 1075.

Debentures, Hydro

Good 2145; McKeough 2145.

Debentures, municipal

Auld 651; Good 651.

Debtors/debts

Jaffray 400; Lawlor 400; Martel 1600-1.

Decentralization, government

Bernier 1631, 1653-7; Brunelle 1738, 1779, 1853; Eberlee 1740-1, 1853; Haggerty 1638-9, 1675; Martel 1853; R. S. Smith 1655-6, 1740; Stokes 1657.

Deeds/land titles

Bales 50, 52; Clement 568-9, 571-3; Deacon 561; Haggerty 2180, 2191-2; Lawlor 50-1, 572-3; Priddle 561, 567-9, 573, 575-6; Singer 561-2, 567-9, 576.

Demerit system (see Driving record/demerit system)

Dental therapists/dentures

Bales 65-6; Parrott 65-6; Roy 2874-6.

Dentists/dental services

Campbell 1862; Martel 1847-8; Parrott 1846-8; Potter 2865-6, 2868-9; Roy 2874-5; W. G. Smith 1847; C. J. Williams 1846-7.

Dentist shortage (see Doctor/dentist shortage)

Depressed/slow-growth areas

Etchen 2830; Stokes 2758, 2776, 2791, 2826.

Design for Development: North-western Ontario region

Bernier 2258, 2431; Foulds 2431; Stokes 2257-8, 2432.

Detention centres, adult

Bales 134; Lawlor 134; Renwick 133-4.

Development Corporation, Eastern Ontario

Bennett 2844-5; Wiseman 2843-6.

Development Corporation, Northern Ontario

Bennett 2824, 2832; Brunelle 2079-81; L. S. Davis 2823-4; Etchen 2822-6; Laughren 2831-5; Stokes 2079-81, 2087, 2821-6; Welldon 2081.

Development Corporation, Ontario

Bennett 2823-4, 2826, 2829, 2831-7, 2841-7, 2851-3; Etchen 2821-30, 2845-6, 2848-54; Haggerty 2823, 2826-8; Handleman 2839-41; Laughren 2831-5; F. S. Miller 2847-56; Riddell 2822; Stokes 2821-6.

SUBJECTS—*Continued*

Development, industrial

Bennett 2771-6; 2792; Fowler 2791; Sargent 2771-3; Stokes 2773-4, 2791-2; York 2790-1.

Dial-a-bus

Carton 2482; Singer 2482.

Dikes/diking

Giles 2163; J. P. Spence 2162.

Diplomas/certificates

Campbell 1133, 1138; Davy 1131-5, 1138; Drea 1134-6; Parrott 1131-3; Root 1132, 1139.

Disabled persons (*see* Handicapped/disabled persons)

Disclosure, public/financial

Bentley 342; Bray 326-7; Campbell 2708-12; Clement 341, 345; Germa 2701-2; Howard 2708; Lawlor 345; McNab 2702; Renwick 340-2, 349-50; Ross 327.

Discrimination

Bennett 2795-6; Campbell 379-80, 1122-3, 1153-5, 1619; Grundy 379; Laughren 863, 866-74, 879-80; Lewis 2793-5; McNie 1122-3, 1155; Sisco 1153-4.

Disposable products

Auld 1526; Martel 1526-7; Williamson 1526.

District municipalities (*see* Regional/district municipalities)

Divorces

Bales 18, 105, 111; Lawlor 105, 191; Singer 17-9; Wardle 19.

Doctor/dentist shortage

Campbell 967; Martel 964-7; McNie 964-6; Potter 2868-9.

Doctors

Bullbrook 2906-11; Campbell 2959; Dukszta 2882, 2890-2, 2895-7; Lewis 2942; MacDonald 2927; Potter 2868, 2907-10, 2913-6, 2919-20; Roy 2872-4, 2878-9; Singer 2938.

Doctors' fees/salaries

Dukszta 2885, 2895, 2901-2; Lewis 2942-3; Potter 2913-6, 2951-2, 2964; Roy 2872-4, 2878-9.

Doctors, foreign

Dukszta 2890; Martel 964-5; McNie 964; Potter 2868, 2919-20.

Doctors, licensing/accreditation

Bullbrook 2905-11; Dukszta 2900; Potter 2907-10, 2914, 2919-20; Singer 74-5, 2910-1.

Doctors' training

Potter 2919-20; G. W. Reid 2929-30.

Drainage

Bernier 1654; Carton 2447; Ferrier 1641-2, 1654; Germa 2595; McNab 2595-6; Paterson 2443.

Dredging

Auld 1532; Haggerty 2157; Jessiman 1532.

Driver examiners/examinations

Campbell 2720; Carton 2717-20, 2727; Gower 2718-9; Haggerty 2718-20; R. H. Humphries 2719-21; Jessiman 2718; Maeck 2721; Riddell 2727; J. P. Spence 2717, 2726.

Driver instructors/instruction

Carton 2718; Haggerty 2718.

Drivers, drinking/impaired

Carton 2453-4, 2726; Germa 2450; Renwick 368.

Drivers, motor vehicle

Carton 2737; Clement 358-60, 364, 370-1; Grundy 364-5, 369; Haggerty 2737; Lane 363-4; Renwick 368-9; Singer 361-2, 373; F. Young 357-9, 363.

Drivers, school bus

Carton 2727; Haggerty 2728; Riddell 2726-7, 2739.

Driving record/demerit system

Renwick 66, 68; Singer 71.

Dropouts

Bethune 1188, 1216; Bounsell 1216; Brunelle 2098; Foulds 1160; L. M. Johnston 1091, 1160; Laughren 1091-2, 1157-61, 1180, 1188-9, 1195; Martel 1217; McNie 1092, 1159-61, 1188, 1195; B. Newman 2097-8; Parr 1159.

Drug abuse/addiction

Archibald 2965-7; Campbell 2960; Potter 2965.

Drug costs/purchasing

Eberlee 1744; Morningstar 1744; J. P. Spence 1743-4.

Drugs, medical

Auld 633; Brunelle 1709-10, 1720, 1745, 1830, 1834; Burr 633; Caverly 633; Drea 1720; Haggerty 1745, 1845; Martel 1709-10, 1830; Potter 2862; R. S. Smith 1709-10.

Ecologists/ecology

Renwick 76, 81.

Economic councils

Bennett 2809-11; Butters 2809-13; Martel 2813; Sargent 2810-2; Stokes 2809, 2811-2.

Education, adult

Campbell 1059, 1077-80; Cassidy 889;
Gordon 889-90; Jackson 1064; L. M.
Johnston 1060, 1077-8, 1126-8; Kerridge
1472-3; Lane 1472-3; Laughren 863, 866;
McNie 1058-9, 1101, 1126-8, 1245, 1471-2;
Parrott 1126-8.

Education, audio-visual

Campbell 1266; Drea 1298; Ide 1298;
R. F. Nixon 1403-5.

Education costs/fees

Bethune 1188-9; Bounsell 1220; Campbell
884; Gordon 960-1, 983-4, 1058; L. M.
Johnston 1126-7, 1158, 1160; Laughren 860,
862, 866, 986, 988, 990, 1056-8, 1157-60,
1178-93; McCullough 980-1, 987; McNie
884, 952, 960-1, 978-85, 993, 1028-9, 1056,
1127, 1157-60, 1179, 1181-4, 1187-8, 1192-3;
B. Newman 924-5, 960-1; Parr 984-5, 1057,
1158-9; Parrott 1125-7; Singer 978-85.

Education, early learning

Campbell 1319-21; Ide 1319-20.

Education, post-secondary

Bethune 1185, 1188-9, 1197-200; Bullbrook
856-9; Campbell 910; Cassidy 891-7, 919-21,
1027-32, 1039; Foulds 1013-4, 1233-4;
Gordon 892-4; L. M. Johnston 891-2; Kidd
916; Laughren 860-6, 869, 874, 879-83, 915-6,
986-7, 1021-3, 1084-5, 1157-9, 1179-97;
McNie 916, 920-1, 932, 1014, 1021-3, 1028,
1030-3, 1037, 1175-8, 1181-2, 1185-7, 1189,
1192-7, 1199; Parr 910, 915, 920, 939;
Parrott 938; R. S. Smith 1037-40, 1198-9.

Education programmes

Campbell 1000-3; Cassidy 918-9; Foulds
926-7, 1009-10, 1014; Gordon 1001-3, 1017;
McLeod 922, 926; McNie 918-9, 923, 927,
932, 1000-1, 1003; B. Newman 922-3, 1017-8;
Parr 1000, 1010.

Educational Communications

Authority

Bounsell 1282; Bowers 1255-9, 1262, 1264,
1284-5, 1287-91, 1295-6, 1414, 1417;
Campbell 1248, 1250-66, 1312-3, 1315-22,
1363-9, 1435; Drea 1287-98, 1303-12, 1424-30,
1435; Foulds 1433-4; Ide 1248-65, 1269,
1271-2, 1275, 1277-85, 1287-99, 1303-10, 1312,
1315-22, 1363-8, 1370-1, 1378-9, 1382-3, 1385,
1398-400, 1408-9, 1411-5, 1417-8, 1430, 1434;
Laughren 1409-14; Lewis 1266-70, 1273-86,
1292, 1369-83, 1383-8, 1391-8; Martel
1419-23; McNie 1244-5, 1248, 1251, 1310-2,
1316, 1367, 1371-2, 1376, 1378, 1385-8, 1398,
1403, 1406-8, 1412-4, 1421-2, 1424, 1431-2;
L. Miller 1368, 1370-1; Mills 1313-5, 1383-5;
B. Newman 1434-5; R. F. Nixon 1400-9;
T. P. Reid 1425; Singer 1413, 1415-8;
R. S. Smith 1422, 1431-3; D. Walker 1261,
1289-90, 1295, 1307-8.

Electronic bugging

Bales 77; Callaghan 77; Renwick 76; Singer
78.

Emergency/first aid services

Campbell 2727-8; Carton 2727; Riddell 2727.

Employment

Bennett 2759-60; Brunelle 1599-601;
Martel 1597-601, 1607; Sargent 2752.

Employment, summer/student

Bales 204; Bernier 1678-9; Martel 204;
B. Newman 1678-9.

Employment, welfare recipients

Brunelle 1871-2; Martel 1871-3.

Energy/boards

Bales 148; Bullbrook 1696-7; Clarkson 1695;
Ferrier 1691-2; Good 2137-8, 2144-5;
Haggerty 1694, 2133, 2141, 2143, 2147-51;
MacDonald 2134-5, 2139-41, 2146, 2149;
MacNabb 1695; McKeough 1691-6, 2133-50;
Renwick 148; R. S. Smith 1692; Stokes
2142-4, 2151.

Energy shortage

Burr 602-3; Campbell 2507; Carton 2540;
Haggerty 1640-1, 2540-1, 2788; McNab
2540-1; Stadelman 2788.

Energy, solar

Haggerty 2788; Stadelman 2788.

Engineers, mining

Bernier 2408-9; Haggerty 2408-9; Martel
2409-10.

Engineers, operating

Riddell 511; Shaw 511; Wardle 511.

Environmental control

Auld 597-9, 603-11, 615-8, 849; Bernier 2152;
Burr 601-3, 616-8; Campbell 604-5; Foulds
849; Good 599-600, 604, 616; Parrott 616;
Stokes 2151-2; Wardle 616; Williamson 849.

Environmental Council, Ontario

Auld 604; Burr 605, 607; Good 599, 604.

Environmental hearing board

Auld 609-11; Caverly 610; Good 609-10;
Parrott 611.

Erosion/control

Bernier 2155; Deans 2202; Giles 2155.

Errata

1360.

Estimates

Attorney General 3-22, 27-55, 59-91, 95-124,
127-50, 153-81, 185-217, 221-60; Colleges and

SUBJECTS—Continued

Universities 853-74, 879-903, 907-40, 943-71, 975-1005, 1009-44, 1049-70, 1073-95, 1099-118, 1121-49, 1153-69, 1173-208, 1211-39, 1243-99, 1303-22, 1327-60, 1363-435, 1439-500; Community and Social Services 1565-92, 1595-628, 1701-23, 1727-54, 1759-83, 1787-822, 1825-56, 1861-89, 1893-915, 1919-46, 1951-78, 1983-2014, 2017-47, 2051-83, 2087-130; Consumer and Commercial Relations 263-85, 289-314, 319-52, 355-74, 377-412, 415-46, 449-83, 487-516, 519-39, 543-79, 583-92; Environment 595-612, 615-48, 651-84, 689-710, 713-34, 737-67, 771-801, 805-37, 841-50, 1503-32, 1535-61; Health 2859-86, 2889-916, 2919-47, 2951-68; Industry and Tourism 2751-79, 2783-818, 2821-55; Natural Resources 1631-64, 1669-98, 2133-65, 2169-95, 2199-224, 2227-62, 2267-94, 2297-340, 2343-77, 2381-412, 2417-38; Transportation and Communications 2441-73, 2477-508, 2511-44, 2547-75, 2579-624, 2627-50, 2653-85, 2689-713, 2717-47.

Estimates, re the

Bales 185-6; Bullbrook 2905, 2967; Campbell 2960; Lawlor 185-6; Lewis 2940-1; Potter 2951; Renwick 186; Singer 2936-7.

Estimates, supplementary, re

B. Newman 188.

Ethnic groups (*see* Minorities/ethnic groups)

Evidence

Bales 134; Callaghan 135, 138; Lawlor 97, 134; Renwick 135.

Expense accounts/travel expenses

Campbell 886-7, 1260-1; Ide 1260-1; McNie 887; Parr 887; Pillgrem 2765; Price 886; Sargent 2765; D. Walker 1261.

Exploration/prospecting

Bernier 1634-6, 1650, 1654, 1663-4, 1676, 2347-9, 2351-2, 2366, 2369, 2373; Bray 311-3; Ferrier 1645, 1647-8, 1651, 2355-6; Haggerty 2348; Havrot 312; Jewett 2347; Laughren 2363-4, 2369; Martel 2351-2, 2373-4; McLean 2355; Pye 2350-2, 2355-6; Renwick 311; Stokes 2349-51.

Exports

Bennett 2760, 2762, 2829, 2843; Bernier 1650-1, 2404; Haggerty 1637-8, 1651, 2404-5; Handleman 2842; Stokes 2757.

Expressways/freeways

Adcock 2635-6, 2669, 2676, 2678, 2682; Auld 767, 781-6; Bales 252-257; Bidell 2504, 2526, 2621, 2637-8; Braithwaite 764-5, 771, 774-8, 782-4; Burr 787, 793, 2669-70; Campbell 257, 2504-5, 2511, 2675-6; Carton 2481, 2633, 2646, 2654, 2671; Cassidy 251; Drea 2525-7, 2531-3; Eaton 2672-4; Germa 2646-8, 2655; Haggerty 2579, 2632-9; Handleman 2677-9; Macfarlane 764, 766; McNab 2526-7, 2579,

2633-5, 2653, 2670-1, 2676; B. Newman 785-7, 2590, 2620-1; Roy 2682-5; Singer 2481; Tempelmeyer 782-3, 785, 787, 793.

Expropriation

Auld 1506, 1508; Bales 232-4, 243-5, 249; Bernier 2188, 2236; Campbell 235, 249; Carton 2681; Caverly 611; Good 611, 1504-6, 1508; Haggerty 2229-30, 2232; Handleman 2681; Keenan 2232; Lawlor 234-5; Lewis 2186-8; B. Newman 2251-2; Renwick 243-4, 246, 249; Singer 232-4; J. P. Spence 2236; Wardle 245.

Falconbridge Nickel

Auld 1547-50; Bernier 2398-401, 2403; Haggerty 2400; Hughes 2398-403; Jewett 2402-3; Martel 1547-50, 2388-99, 2402-3.

Family allowances, federal

Brunelle 1702-6, 1747, 1803-4, 1811-2; Drea 1715-6; Eberlee 1703-5; Lewis 1814; Martel 1811-2; R. S. Smith 1701-6.

Family service agencies

Brunelle 1879-80; Eberlee 1879-82; Martel 1879-83; J. W. Spence 1882-4; Willem 1880-1.

Family services (*see* Social/family services)

Family, single-parent

Brunelle 1815, 1870-1; Deans 1802-6; Eberlee 1870; Lewis 1813-5; Martel 1869-76, 1965; Willem 1871, 1874-5.

Family/welfare benefits

Brunelle 1566, 1581-3, 1590, 1610, 1705-9, 1712-3, 1717, 1720-3, 1743-7, 1768, 1809-12, 1814-5, 1817, 1830, 1851, 1861, 1866, 1869; Campbell 1567-9, 1849-56, 1861-3; Deans 1803-5; Drea 1706, 1708, 1714-7, 1720-1; Eberlee 1705, 1744, 1816, 1865-7, 1870; Haggerty 1745, 1748, 1842-4, 1866-7; Laughren 1768; Lewis 1810, 1813-5; Martel 1578-88, 1590-1, 1605, 1610, 1704-7, 1710, 1712-3, 1809-13, 1817-20, 1825-30, 1853, 1864, 1867-71; Morningstar 1713; Root 1748-9; R. S. Smith 1705-13, 1722; W. G. Smith 1810, 1819, 1852-3; J. P. Spence 1743-4; Willem 1828, 1854, 1871; C. J. Williams 1826, 1846.

Farm machinery

Auld 797; Burr 796-7; Tempelmeyer 796-7.

Farming, fruit/vegetable

Auld 739-40; Burr 739-40.

Fatalities/deaths

Callaghan 113; Lawlor 113-4.

Federal-provincial affairs

Bennett 2763; Clement 418-22, 427; Lawlor 419-23, 427; Renwick 271-3; Roy 417, 421; Singer 462; R. S. Smith 1701-2; Stokes 2758.

Federal-provincial agreements

Brunelle 1566; Harris 1559.

Federal-provincial co-operation

Auld 599, 694; Bennett 2760, 2763; Bernier 1634, 1651, 2386; Braithwaite 722; Brunelle 1603; Clement 289, 292, 586-90; Deacon 291-2; Drea 694, 696; Macfarlane 722; Martel 1600, 2386; Renwick 289-90, 589.

Festivals

Applebaum 1480, 1482, 1486-8; Bounshall 1486; Cassidy 919-20; Dukszta 1487-8; Foulds 1486-7; McNie 919, 1336, 1345, 1445, 1478, 1487; B. Newman 1480; Parrott 1482, 1487; Root 1496.

Films/industry

Bennett 2760, 2771; Campbell 2098, 2101; Clement 531, 534; Deacon 531; Drea 532-6; Foulds 1469; Ide 1408, 1411, 1434; Lawlor 537; B. Newman 1434-5; R. F. Nixon 1404-7; Roedde 1469; Sargent 2753, 2771; Secord 2101; Silverthorn 531.

Fines/penalties

Auld 713, 716-8; Bales 65-7, 78; Callaghan 67; Campbell 71-2; Clement 384; MacDonald 716-8; Macfarlane 723; Martel 2243; Parrott 65-6; T. P. Reid 745; Renwick 66-7.

Fingerprinting

Bales 132; Clement 416-7; Callaghan 132; Lawlor 132; Renwick 131-2; Roy 415-7.

Firearms

Bales 123, 128-9; Callaghan 128; Cassidy 128.

Fire equipment/vehicles

Bernier 2174; Haggerty 2172; Stokes 2173.

Fire prevention/protection

Bernier 2153-4; Crawford 1935; Haggerty 1934; Stokes 2153-5.

Firefighters/firefighting

Bernier 2172-4; Foster 2172-3; Haggerty 2172-3; F. S. Miller 2173; Stokes 2172-3.

First aid services (see Emergency/first aid services)

Fiscal policy (see Taxation/fiscal policy)

Fish/management

Bernier 2223-4, 2311, 2315-7, 2319, 2327-9; Drowley 676; Foulds 2329-30; Gaunt 2318-9; Haggerty 2309-10; Herridge 2316-7, 2328-9; Irizawa 2305, 2315-6, 2324, 2327-30; Loftus 2309-11, 2315-6, 2323-4; Martel 676-9; R. S. Smith 741; J. P. Spence 2310-1; Stokes 2311-7, 2327-9, 2334-5; Wiseman 2305, 2323-4, 2337.

Fishing, commercial

Bernier 1636, 2331-2, 2335-6; Brubacher 2337, 2339; Haggerty 2310, 2331-2; Herridge 2328, 2331-2; J. P. Spence 2311; Stokes 2312-4, 2334-5, 2339; Wiseman 2337.

Fishing/hunting camp operators

Bernier 2309; Haggerty 2308-9.

Fishing, sport

Bernier 2223-4, 2315; Martel 2805-6; J. P. Spence 2311; Stokes 2312-4; Wiseman 2324.

Flooding/flood control

Bernier 2161, 2215-6, 2253; Deans 2203; Giles 2163; Haggerty 2215; Jessiman 2215; B. Newman 2253; J. P. Spence 2162; Stokes 2159.

Foley report

Carton 2464, 2555, 2570; Ferrier 2463-4, 2570-1; Foley 2464.

Food processors/products

Auld 726-8; Bounshall 725-8.

Foreign aid

Bounshall 1220; McNie 1220; Parr 1220-1.

Forest fires

Bernier 1636, 2154, 2172-3; Foster 2172-3; Haggerty 2172; Stokes 2172.

Forest industries/products

Bennett 2763; Bernier 2419-22, 2427-30; Foulds 2431, 2436; Haggerty 2418-20; Maeck 2429-30; Stokes 2421-9, 2758, 2791-2.

Forest rangers, junior

Bernier 1636; B. Newman 1687; R. S. Smith 1688; Stokes 1683-4, 1687-8.

Forest regeneration/reforestation

Bernier 1632, 2419, 2428, 2432; Burton 2430-1; Dixon 2433-4; Foulds 2432-5; Haggerty 2418; Herridge 2434; Maeck 2430-1; Stokes 1658, 1662, 2424-6.

Forest resources/management

Bernier 1631-3, 2419-20, 2428-9; Burr 602-3; Foulds 2435; Haggerty 2418-21; Maeck 2429-30; Stokes 1658, 2421-7.

Formula financing (see Basic Income Unit/formula financing)

Foster homes (aged)

Crawford 1935; Haggerty 1934.

Foster parents/homes

B. Graham 1957-60, 1964-5; Martel 1957-65.

SUBJECTS—*Continued*

Franchising

Clement 452-3, 480, 482, 490; Lawlor 480-3, 489-91; Lewis 2261-2; F. S. Miller 2261; Renwick 491, 502-3; Wardle 452-3.

Fraud

Bray 328; Campbell 355-6; Clement 325-6, 355-6, 405, 450; Drea 1135-6; McNie 1136; Potter 2914; Renwick 275, 325; Roy 2874; Sargent 328, 405-6; Wardle 450.

Freeways (*see* Expressways/freeways)

Freight/trucking rates

Bernier 2335-6, 2355; Carton 2459-60, 2464-5, 2554-8, 2570, 2744-7; Ferrier 2464, 2570-1; Foley 2459-61, 2464; Germa 2448, 2450, 2553-8; Herridge 2436; Jessiman 2542-3, 2553; Martel 2570, 2662, 2668; W. Newman 2745; Shoniker 2743-5; J. P. Spence 2461; Stokes 2334, 2354, 2435-6, 2459-61, 2542-3; Summerley 2554-5; Yakabuski 2742, 2744-5; F. Young 2743-7.

French language/culture

Davy 1130; Laughren 868, 1130; McNie 868, 1130, 1133.

French language education/instruction

Campbell 1319-20; Drea 1304-5, 1428-9; Ide 1283, 1304-5; McNie 867; R. F. Nixon 1401; R. S. Smith 1038-40.

Frontier College

Cassidy 889-90; Gordon 890; L. M. Johnston 1094; Kidd 889; Laughren 1085, 1093; McNie 890.

Fuel oil

Clarkson 2143; Good 2137-8; MacDonald 2139-40; McKeough 2137-40; Rollins 2141-2; Stokes 2143.

Fund raising organizations

Brunelle 1884-5; Clement 455-6, 459; Drea 458-9; Martel 1884-6; Parrott 1885-6; A. R. Walker 456; Wardle 455-6.

Game wardens (*see* Conservation officers/game wardens)

Gas exports/imports

Haggerty 2133; McKeough 2133; Stokes 2142-3.

Gas, natural

Bernier 2346-8; Clarkson 2150; Ferrier 1691; Haggerty 1640-1, 2133, 2147, 2346-8; Jewett 2347-8; McKeough 2133, 2138-9; Pye 2347.

Gas, propane

Auld 759-60; Deacon 759-60; B. Newman 759-60.

Gasoline dealers/association, retail

Clement 502-5; Renwick 502-5.

Gasoline/motor fuels

Auld 643-4, 709, 759-60; Deacon 759-60; Laughren 643; Macfarlane 695; McKeough 2144; B. Newman 709, 759-60; Parrott 695; Rollins 2144.

Gasoline prices (*see* Oil/gasoline prices)

Geologists/geology

Stokes 2349.

Girls (*see* Women/girls)

GO Transit service

Carton 2691-4, 2697; Haggerty 2694; Howard 2691, 2693-8; Jessiman 2697-8; Kennedy 2695-6; McNab 2691-2, 2694-5.

GO Urban service

Bidell 2501, 2513-4, 2517, 2519-22, 2526-7, 2530-1; Campbell 2504-7, 2511-25; Carton 2445, 2452, 2467-9, 2478-82, 2486, 2488, 2491, 2494, 2504, 2513, 2523-4, 2528-9, 2537, 2539; Cassidy 2483-504; Drea 2525-39; Foley 2469-72, 2477-8, 2480, 2483-500, 2505-7, 2512, 2515-6, 2518-9, 2521-2, 2538; Germa 2448-9, 2469-72, 2477-8; Haggerty 2539, 2639; McNab 2518, 2520, 2529, 2559; Ruston 2541; Singer 2472-3, 2479-82.

Government organization/reorganization

Bales 3, 33, 59; Bennett 2751, 2764-5; Brunelle 1876; Bullbrook 855-7; Campbell 946-9; Clement 301; Kidd 946, 948-9; Lawlor 33, 154; McNie 943, 946, 948, 951; Stokes 2764; J. K. Young 301.

Grade 13

Campbell 1003; Gordon 963, 1002; McNie 963-4; B. Newman 962-3, 1001; Parr 962, 1000-1.

Graduates (*see* Students/graduates)

Grants (*see also* Loans/grants)

Grants, amateur sports

Brunelle 2099; Campbell 2099, 2120, 2129; B. Newman 2111-2, 2124-6; Secord 2099-100, 2111, 2124-5.

Grants, arts/theatre

Applebaum 1478-86, 1489-92, 1494-7; Bounsell 1352-4, 1485-6, 1489-91, 1494-5; Duksza 1343; Foulds 1331, 1344-5, 1486-7, 1489-91, 1496-8; Handleman 1490, 1495; Kidd 1341; McCullough 1498; McNie 1341, 1349, 1478, 1480, 1482, 1487; B. Newman 1477-9; Root 1495-6; Tovell 1341.

Grants, counselling services

Carruthers 294-5; Clement 290, 294-5;
Deacon 295; Renwick 290.

Grants, education/academic

Campbell 900, 950; Cassidy 888-90, 919;
Foulds 1009; Gordon 889-90, 952-3, 989;
Kidd 888-9, 900, 950; Laughren 864, 916,
985-8, 991; Martel 992-3; McNie 864, 890-1,
899, 950-1, 956, 992-3; B. Newman 899-900;
Par 916, 950-1, 993; Wardle 956.

Grants, horse breeders

Brunelle 2072; Clement 522; Drea 521-2;
Lawlor 520; B. Newman 2071, 2110.

Grants-in-lieu

Campbell 1004; Gordon 982-3; Kidd 1004;
Singer 977.

Grants, library

Foulds 1466-70; Handleman 1451, 1459;
Laughren 1448; McNie 1448-9, 1462, 1470;
Roedde 1449, 1459, 1462, 1467; Root 1470-1.

Grants, museum

Handleman 1474-5; McNie 1475;
B. Newman 1475-6; Root 1476; Styrmor
1474-7.

Grants, research

Sargent 2786; Stadelman 2785-6; Stokes
2784-5.

Grants, tourist councils/bureaus

Bennett 2760, 2802; Sargent 2753, 2802.

Gravel (see Sand/gravel)

Greenbelts

Bernier 2290-2; Haggerty 2290-2.

Grievances/grievance procedures

Jackson 1064-5; R. S. Smith 1065.

Guarantees (see Warranties/ guarantees)

Guardian, official/ad litem

Bales 111-4; Callaghan 113-4; Campbell
101, 240; Lawlor 112, 114.

Handicapped/disabled persons

Bernier 1678-9; Brunelle 1596, 1599, 1602,
1712, 1731, 1743, 1843, 1850-1, 1887-8, 1893,
1896, 1898-904, 1906-8, 1914-5, 1920-1;
Campbell 1568-9, 1591, 1850-1, 1862-4,
1887-8, 1893-4, 1908, 1911-5, 1920-1;
Crawford 1912-4, 1921; Davy 1141; Deans
1141-4; Drea 1714-5; Eberlee 1718, 1840,
1888, 1894, 1897-900, 1910; Ferrier 1697;
Haggerty 1747, 1841-3, 1894-9; L. M.
Johnston 1142-3; Laughren 1625-6; Lewis
1814-5; Martel 1571, 1574, 1578, 1584-5,
1588, 1596-7, 1808, 1835, 1838-40, 1900-6;

B. Newman 1678-9, 2061; McNie 1141-3;
Ruston 1596; R. S. Smith 1711-2; W. G.
Smith 1850; Sohn 1893-4, 1896-7, 1908;
J. P. Spence 1743-4.

Handicapped, facilities for

Bidell 2521; Brunelle 1907-9; Campbell
1908, 2521-2; Drea 2533; Eberlee 1909;
Foley 2521-2; Foulds 1908; Martel 1901-2,
1907; Root 1911.

Hastings report

Dukszta 2881; Potter 2870-1.

Hazardous/substandard products

Auld 715, 761; Braithwaite 761; Clement
291, 418, 425-8, 449, 488, 497, 514-5; Deacon
291; Lawlor 419, 488-9; MacDougall 514-5;
B. Newman 715; Renwick 289; Roy 417;
Wardle 514; F. Young 426-7, 429.

Health boards/councils

Campbell 2959; Drea 2956; Potter 2956,
2963-4.

Health care/services

Aldis 2931; Bullbrook 2905; Campbell 2869,
2956-9; Drea 2953-5; Dukszta 2879, 2889-
903; Haggerty 1638; Lewis 2940-6;
MacDonald 2927-31; Martin 2930-1; Potter
2859-71, 2913-6, 2919-29, 2946, 2951-2,
2955-6, 2960-4; Root 2903-5; Roy 2871-9.

Health centres, community

Aldis 2931; Drea 2954-5; Dukszta 2880,
2892-902; Lewis 2941-2; MacDonald
2927-31; Potter 2870-1, 2922-5, 2929-30,
2951; G. W. Reid 2929-30; Root 2903-4.

Health costs

Dukszta 2879, 2890, 2902; Martel 1729;
Potter 2859, 2913, 2919, 2924; Roy 2872.

Health, industrial

Bernier 1654, 2359-60, 2398-401, 2403;
H. F. Davis 2359; Ferrier 1644, 2359-60;
Fitch 699-700; Gilbertson 2410-1; Haggerty
2359, 2392, 2400-3; Hughes 2398-403;
Jewett 2402; Martel 2389-99, 2403.

Health/medical facilities

Brunelle 1939; Campbell 2956-7; Crawford
1939; B. Newman 1937-9; Potter 2862,
2869, 2960.

Health planning councils

Beckett 2933; Potter 2933.

Health/safety hazards

Auld 699, 730, 732-4, 739-40; Burr 730-4,
739-40; Fitch 699-700; Good 699; T. P.
Reid 746; Stopps 731.

Health studios

Clement 460; Drea 460.

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Health units

Auld 660; 1553, 1557; Campbell 2958-9; Clement 564; Good 659-60, 1557-8; Haggerty 1553; Martel 564; Martin 2962; Potter 2962.

Hearings of tribunals

Bales 250, 252, 256; Carton 2681; Cassidy 250-2, 256; Clement 311, 405-9, 529-30; Deacon 310-1; Haggerty 2681; Handleman 2681; Lawlor 406-8; McDonnell 529; Renwick 142, 528-30; Singer 529-30; J. K. Young 408.

Hedlin-Menzies report on recreation potential

Bernier 2287; Foulds 2286-7; Keenan 2286-7; Stokes 2257-8.

Hepatitis

Bounshall 1560; Harris 1560.

Herbicides (*see* Pesticides/herbicides)

Heritage Foundation, Ontario

Bounshall 1349-50, 1352-7; Campbell 1349-52; Dukszta 1351, 1355-6; Foulds 1440-2; McCullough 1352-4, 1357; McNie 1244, 1348-51, 1353-9, 1441-3; Morrow 1351; B. Newman 1349-50, 1358-9; Root 1442-3; Ryan 1349-51, 1355-8, 1440-2.

High-income groups

Martel 1572, 1790-1; R. S. Smith 1702-3.

Highway/road maintenance

Carton 2588, 2601-3, 2611-2; Eadie 2588; Germa 2593-5; Haggerty 2581-5, 2601-3; Handleman 2680-1; R. G. Hodgson 2605-6; Martel 2573-4, 2666-7; McNab 2573-4, 2583-5, 2589, 2593-4, 2602-3, 2609-10, 2667; B. Newman 2583-4, 2603-4; Riddell 2586-8; Ruston 2606-8; Stokes 2571-3, 2600, 2689, 2691; Ward 2581-2, 2584-6, 2601-2. —

Highway/road surfacing

Auld 1527; Martel 1527.

Highway Transport Board

Shoniker 2743-6; Yakabuski 2742, 2744-5.

Highways, heritage

Bennett 2807; J. P. Spence 2807.

Highways in the Sky programme

Carton 2631-2; McNab 2629; Stokes 2629-32.

Highways/roads, northern

Adcock 2689; Carton 2450-2, 2572-3, 2628, 2642-3, 2646, 2661-3; Germa 2447-8, 2642-6; Haggerty 2690; G. H. Johnston 2667; Martel 2573-4, 2644, 2660-7; McNab 2573-4, 2643-5, 2663-7; Stokes 2571-3, 2627-8, 2689, 2691.

Historical ceremonies/societies

Bounshall 1354-5; Handleman 1474-5; McCullough 1354; Root 1476; Ryan 1355.

Historical sites/buildings

Bernier 2214; Bounshall 1349-50, 1352-7; Campbell 1349-52; Drea 1351-2; Dukszta 1351, 1355-6; Foulds 1442-3; Handleman 1477; McCullough 1353-4, 1357; McNie 1348-51, 1354-9, 1443, 1477; Morrow 1351; B. Newman 1350, 1358-9; Rollins 2204, 2207; Root 1442-3, 1476-7; Ryan 1349-51, 1355-8, 1442; J. P. Spence 2214; Stokes 2207; Styrmro 1477.

Holding tanks (*see* Septic/holding tanks)

Holidays (*see* Vacations/holidays)

Home hospital care

Campbell 2956-7; Drea 2954-5; Dukszta 2884, 2890; Potter 2860-1, 2924, 2960-1.

Home repair service

Clement 431-2, 449-51; Drea 451; B. Newman 431-2; Wardle 449-57.

Homemakers' services

Brunelle 1831-2; Crawford 1921; Martel 1830-2; Willems 1831; C. J. Williams 1830-1.

Horseracing/racetracks

Drea 521; Haggerty 527; Lawlor 515, 520; Renwick 526; Riddell 520; Wardle 525.

Hospital boards/councils

Bullbrook 2906-11; Dukszta 2900; Singer 2910-1.

Hospitals, chronic/convalescent

Dukszta 2881; Haggerty 1932; B. Newman 1938; Potter 2859, 2861.

Hospitals/hospital services

Campbell 2956, 2959, 2964-5; Dukszta 2881, 2889-92, 2896-7, 2902; Lewis 2941; Martin 2964-5; Potter 2859, 2862, 2964-5.

Hospitals, psychiatric/mental

Brunelle 1718-9; Potter 2863; Rae-Grant 2953; Roy 2877-8; R. S. Smith 1718-9.

Hospitals, shutdown/cutbacks

Campbell 2956; Dukszta 2884; Lewis 2942; Potter 2859, 2952; Root 2903; Roy 2873.

Hospitals, teaching

Bennett 2763-4, 2798; McNie 1145; Sargent 2800, 2803; Stokes 2797.

Hours of work

Beckett 1876; Brunelle 1865-6; Campbell 1865; Carton 2446; Dukszta 2882; Eberlee 1865-7; B. Graham 1957; Martel 1865-6, 1956-7; Paterson 2442.

Housing

Auld 703-5, 784, 786; Braithwaite 777-8, 784; Brunelle 1589-90; Burr 793; Drea 702-3; Handelman 1588, 1590; B. Newman 785-6; Wardle 704-5.

Housing, condominium

Clement 554; Lawlor 556-60; Singer 555-60; Wardle 554.

Housing Corporation, Ontario

Clement 566; Martel 566.

Housing, high-rise

Auld 738-9, 793; Burr 738, 793.

Housing, older/rehabilitated

Eberlee 2060; B. Newman 2059-60.

Housing, senior citizens

Auld 786; Brunelle 1923, 1925; Campbell 1923; Crawford 1923, 1928, 1930; Haggerty 1934; Martel 1928; B. Newman 1923.

Housing shortage

Haggerty 1637-8; Singer 556, 558.

Housing, student

Campbell 1121-2; Foulds 1114-5; L. M. Johnston 1114-5; McNie 1114, 1121-2.

Housing, mobile

Bernier 1677; B. Newman 1677.

Hunting camp operators (*see* Fishing/hunting camp operators)

Hunting/trapping

Bennett 2761; Bernier 1654, 2304-7, 2321-3; 2327, 2332-3; Brubacher 2338-9; Ferrier 1643, 2321-3, 2332-3; Foulds 2333; Haggerty 2303-9; Herridge 2333-4; Irizawa 2304-8, 2323; Stokes 2325-7, 2333; Wiseman 2306-7, 2338-9.

Hydro commission

Auld 808-9; Bernier 1682, 2292-3, 2412; Caverly 663-4; Clarkson 2150-1; Cockburn 661; Deacon 645, 647; Ferrier 2411-2; Foulds 2412; Germa 2292-3; Good 600, 2144-5, 2149; Haggerty 661, 663-4, 671, 1694, 2147-8, 2292; Herridge 1682; Lewis 2275-5; MacDonald 2134-5, 2146, 2149; Macfarlane 671; McKeough 1694, 2134-5, 2144-50; Neil 664; B. Newman 808-9; Renwick 246; Singer 29; Stokes 1681.

Hydro construction

Auld 1530-1; Bernier 1663; Haggerty 1530-1; B. Newman 1663.

Hydro exports/imports

Good 2149; Haggerty 1641, 2133, 2147-8; MacDonald 2149; McKeough 2133, 2147-50.

Hydro/nuclear generating stations

Auld 697-701, 708, 760-2, 1519, 1530; Bernier 2292-3, 2316, 2412; Bidell 2637; Brunelle 2091; Deacon 700-1; Drowley 700; Ferrier 2411; Gaunt 2318-9; Germa 2292-3; Good 697-8; Haggerty 761-2, 1530-1, 1535, 2147-8, 2637-8; Herridge 2316; MacDonald 2150; Macfarlane 697, 760; McKeough 2144-9; B. Newman 760-1; Stokes 2313, 2316; Wardle 700, 1519, 1521.

Hydro power/lines

Auld 615, 617; Good 617.

Hydro Quebec

Bernier 1663; B. Newman 1663.

Immigrant services

Brunelle 2026-7, 2031, 2040; Campbell 2022-4; Cassidy 2025-7, 2032; Duksza 2027-33; Eberlee 2028-9, 2031-4; Martel 2026-7, 2035-6; Martyn 2022-5, 2027-33, 2041; Moritsugu 2023-5, 2032, 2040; B. Newman 2040-1.

Immigrants

Brunelle 2026-7, 2031, 2040; Campbell 2022-4; Cassidy 2025-7, 2032; Davy 1138; Drea 1138; Duksza 2027-33; Eberlee 2028-9, 2031-4; Gordon 959-60; Haggerty 1672-4; Martel 2035-6; Martyn 2022-5, 2027-33, 2041; Moritsugu 2023-5, 2029, 2032, 2040; Parr 960; Root 1139; Wardle 959-60.

Immunization/vaccines

Gaunt 2318; Irizawa 2307-8, 2320; Potter 2867; Roseborough 2320-1; Wiseman 2321.

Improvement districts/boards

Bernier 2233; F. Young 2232-3.

Incentives to industries

Bernier 2351-3; Martel 2351-2; Stokes 2352.

Incinerators/incineration

Auld 682, 702, 706-8, 1506-7, 1510, 1513, 1516; Bounsell 1516; Deacon 708; Drea 705-6; Drowley 1507-8; Good 1507, 1513; Laughren 682; Lawlor 708; Macfarlane 682; Wardle 702, 706.

Income

Bethune 1227-30; Foulds 1233, 1235; Martel 1227-30; McNie 1228-30; Parrott 1231.

Income, guaranteed

Brunelle 1601, 1603, 1628, 1787-90, 1795, 1797, 1850, 2058; Campbell 1850; Deans 1804-6; Eberlee 1736, 1788, 1790-1, 1795-7, 1800; Laughren 1626; Martel 1808, 1841; R. S. Smith 1787-90, 1796-7.

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Income security programme, federal

Brunelle 1702-6; Eberlee 1703-5; R. S. Smith 1701-6.

Income supplement

Brunelle 1704, 1720, 1722, 1728, 1759-61, 1779-81, 1787-90, 1795, 1797, 1812, 1829, 1843; Deans 1802-6; Drea 1719-21, 1766; Eberlee 1736, 1788, 1790-1, 1834-5; Haggerty 1843; Handelman 1588-9; Laughren 1627; Martel 1575, 1612-3, 1731-2, 1736, 1759-61, 1829-30, 1841; R. S. Smith 1779-82, 1787-90, 1796-7.

Indian arts/crafts

Campbell 2075; Eberlee 2075; Welldon 2075-6.

Indian associations/organizations

Brunelle 2072-3; Campbell 2072, 2074; Eberlee 2074; Welldon 2073-5.

Indian bands (*see* Indian reservations/bands)

Indian commercial projects

Bennett 2761-2, 2835; Bernier 2335-8; Brunelle 2079-83, 2090-2; Eberlee 2080; Ferrier 2337-8; Foulds 2336-8; Haggerty 2338; Irizawa 2338; Laughren 2835; B. Newman 2095-6; Stokes 2077-83, 2087-90, 2335-6, 2755, 2787; Welldon 2081.

Indian community development

Brunelle 2072-5, 2078-83, 2090-2; Campbell 2072-5; Eberlee 2074-5, 2077; Lewis 2269; Martyn 2075, 2081; Stokes 2077-83, 2087-92; Welldon 2073-6, 2082.

Indian culture/history

Foulds 1115; Kerridge 1115-6.

Indian languages

Campbell 1121; Carton 2551; Jackson 1121; Rathbun 2550-2.

Indian people

Bales 148; Bernier 1689, 2160, 2190, 2235, 2336; Brunelle 2072-5, 2078-83, 2090-8; Campbell 1265, 1319, 1946, 1962, 2022, 2072-5; Eberlee 2080; Ferrier 1689; Foulds 1013-4, 1434, 1466-7; Ide 1264, 1318-9, 1400, 1412; Keenan 2256; Laughren 881, 1412, 2236; Lewis 1387, 1392-7, 1400; Martel 2095; Martyn 2095; McNie 1014, 1165; B. Newman 2095-8; Rathbun 2552; Renwick 148; Roedde 1467; Root 1443, 1470; Sisco 1164-5; R. S. Smith 1164-5, 2093-5; Stokes 2077-83, 2087-92, 2158-9, 2179, 2190, 2257, 2334-6, 2755.

Indian reservations/bands

Bales 246; Bennett 2835; Bernier 2190, 2260, 2267-9, 2272-3, 2290, 2301-2, 2335-8; Brunelle 2079-82, 2093; Carton 2624,

2628-30; Crawford 1940; Germa 2643, 2645-6; Laughren 2834-5; Lewis 2260-2, 2268-74; Martyn 2093; Renwick 246; R. S. Smith 2093-4; Stokes 1940-1, 2078-9, 2190, 2268-9, 2301-2, 2335; Welldon 2096.

Indian schools/education

Brunelle 2096-8; Foulds 1115; Kerridge 1115-6; B. Newman 2096-8.

Indian treaties

Bernier 2192; Giles 2192; Renwick 148; Stokes 2192.

Indian women

Bennett 2762; Stokes 2755.

Indian youth/children

Basich 2119-20; Brunelle 2119-20; Martyn 2119; Stokes 1683-4, 1687, 2119-20.

Industrial commissioners

Bennett 2773-5, 2846; Etchen 2846; Sargent 2773; Stokes 2774; Wiseman 2846.

Industries, Canadian owned/controlled

Etchen 2829-30, 2855; Haggerty 2829-30; F. S. Miller 2855; Sargent 2752-3.

Industries, foreign

Bernier 1635-6; Deacon 1308; Drea 1308; Haggerty 1638, 2345-6.

Industries, foreign control/takeover

Bernier 2345; Haggerty 2345; Laughren 2362-3; Lewis 2261-2.

Industries, new

Bennett 2762-3, 2767, 2775-8, 2844; Brunelle 2093; Etchen 2848; Haggerty 2777; F. S. Miller 2848; Pillgrem 2767, 2776-7; R. S. Smith 2093-4; J. P. Spence 2767, 2775-6; Stokes 2092, 2776-7, 2779; Wiseman 2766-7; York 2767, 2790.

Industries, primary/resource

Bennett 2832-4; Laughren 2360-1, 2831-2, 2836-8; Martel 2382, 2837.

Industries, secondary

Bennett 2762-3; Bernier 2371, 2373, 2436-7; Foulds 2436-7; Handelman 2840; Laughren 2361-2, 2365-6; Maect 2375; Martel 2374-7, 2382-4; Sargent 2752, 2760; Stokes 2757.

Industries, service

Bennett 2826, 2832-3, 2841-2; Handelman 2840-1; Renwick 587.

Information services, community/public

Brunelle 1608, 1806-7; Handelman 1465; Martel 1608-9; McIlveen 1806-7; McNie 1465; Parrott 1463-5; Roedde 1463; Root 1470-1.

Information services, government

Auld 617; Bales 36-7, 40, 42-4, 73; Bernier 1685-6; Burr 616-7; Callaghan 44-5, 60-1; Campbell 44-5, 885, 947, 949; Ferrier 1689-90; Good 621; Kidd 947; Lawlor 42, 46, 60; Martel 620-1; McNie 883-4, 943, 947; Pollock 61; Renwick 73; Singer 42-4; R. S. Smith 1690; Stokes 1684.

Inquiries, public/judicial

Bales 157; Lawlor 157.

Insider training

Bray 322-3, 336, 338; Clement 324-5; Deacon 321-2; Renwick 324-5; Singer 323.

Inspectors/inspection, boiler

Clement 512-3; Germa 512-3; Riddell 512.

Inspectors/inspection, building

Clement 451, 565; Drea 452; Renwick 273; Wardle 451, 453.

Inspectors/inspection, motor vehicle

Carton 2734-6; Haggerty 2735-6; F. Young 2734.

Inspectors/inspection, pollution

T. P. Reid 748.

Institute for Studies in Education

Campbell 1043-4, 1049; Foulds 1011-3, 1433-4; Gordon 1012-3, 1044; Laughren 1012-3; McNie 1011-2, 1044.

Insurance adjusters/claims

Clement 377-8, 380-1, 401; Gilchrist 401; Grundy 394-5; Lawlor 391-2, 394-5; Singer 380.

Insurance agents

Bray 337; Campbell 355-6, 359-60; Clement 263, 337, 355-60, 367-8, 390, 394; Deacon 356-7; Grundy 377, 355-6, 359, 369, 389; Lane 363; Lawlor 337, 390-1, 394-5; Renwick 337; Roy 389, 395; Silver 394; Singer 361-2; Thompson 359-60, 389-91; F. Young 357-9, 362-4.

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Campbell 2730; Clement 235-6, 358, 364, 371, 393, 396-7; Grundy 359, 364, 367, 369-72, 393; Laughren 1626; Lawlor 85, 98, 386, 391-2; MacBeth 371-2; Renwick 368-9; Roy 396-7; Silver 366-7; Singer 86, 361-3; F. Young 359, 363, 388-9.

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Clement 358-9, 364, 367-8, 370-1, 373, 381, 388-9, 397; Deacon 381; Grundy 359, 364-5, 367, 369-73, 381; Lane 363; MacBeth 371-4; Renwick 368-9; Silver 366-7; Singer 281, 362-7, 389; Wardle 372-3; Wood 389; F. Young 359, 367, 388-9, 2234.

Insurance, group

Campbell 379; Grundy 379.

Insurance, liability

F. S. Miller 2733; Potter 2940; Singer 2938-9.

Insurance, life

Clement 386-90; Lawlor 386, 390-1; Roy 389; Thompson 389-91; F. Young 387-9.

Insurance, motor vehicle

Campbell 377-8; Clement 358-60, 364, 368, 370-1, 373, 377-8, 382, 393, 397-8; Deacon 381-2; Grundy 359, 364-5, 367, 369-73, 378, 382; Lawlor 391, 396; MacBeth 371; F. S. Miller 2733; Renwick 368-9; Singer 361-7, 373, 383, 393; Wardle 372-3; F. Young 357-9, 363, 367, 401-2.

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Integration, social services

Brunelle 1738, 1741-3, 1746, 1766; Crittenden 1740-2; Eberlee 1738-42; Haggerty 1746; Martel 1742-3; R. S. Smith 1740-2.

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Bales 90, 161; Callaghan 91, 149; Dukszta 2892-3; MacDonald 2929-31; Martel 89; Martin 2930-1; Potter 2921, 2930, 2933; Roy 158, 161; Stokes 2754-5.

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Keenan 2231-2; Lewis 2185-7; Martel
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245-6; Lawlor 234, 247; Renwick 243, 246,
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543-5, 561-2; Martel 563-7; Singer 51, 64,
562; Stokes 2179; F. Young 48-51, 54.

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Jessiman 2185; Laughren 2288-9; Lawlor
552; Martel 2283; J. P. Spence 2236.

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Bales 52; Clement 545, 563; Cox 544; Deacon 543-5; Laughren 442-5; Martel 563; Singer 64.

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Alcombrack 177; Bales 81; Bray 309-10; Callaghan 119; Gordon 956-8, 963; Lawlor 106-7, 309; McNie 957; Renwick 76, 80-1; Roy 177; Singer 569-70, 957-9; Wardle 956-9.

Lawyers

Bales 31-2, 50, 52, 70, 107-8, 119, 128-9, 211, 228, 234; Bernier 2245-6; Bullbrook 1696-7; Callaghan 20, 28, 30-1, 119-20, 135, 207-9; Campbell 22, 109, 120; Clement 443-4, 453-5, 564-5, 569-70; Drea 445; Ferrier 1691; Laughren 443-5; Lawlor 50, 102-3, 106-7, 109-10, 114, 118-20, 142, 195, 209, 443-5, 455; Martel 564, 570, 2244-6; McKeough 1691-2, 1693, 1696; Priddle 569; Renwick 69-70, 133-4, 137-8, 168; Riddell 211; Singer 21, 29-32, 51, 73, 84, 207, 228, 453, 568-9, 2938; R. S. Smith 1693; Wardle 453-5.

Lawyers' fees/salaries

Adcock 2682; Bales 29, 31, 107; Callaghan 20-2, 154; Campbell 109; Carton 2681; Ferrier 1691; Handleman 2681; Lawlor 13, 106, 154; Roy 2682; Singer 17, 21, 29, 31-2.

Lawyers, Ontario government

Alcombrack 166-7, 171-7; Auld 618-9; Bales 6, 153-4, 160, 169-70, 177; Beckett 172-3; Bray 307-10; Callaghan 30-1, 149, 154, 177; Campbell 912; Clement 308-9; Deacon 307-10; Good 618-9; Gordon 913; E. Johnston 305; Kidd 912; Lawlor 153-4, 163, 173-4, 305, 308-9; Renwick 40, 167-70; P. C. Williams 307, 309; J. K. Young 308.

Layoffs (*see Unemployment/layoffs*)

Leasing/leases

Bernier 2282-4, 2288-9; Foulds 1076, 1112; Germa 2293; Good 2194; L. M. Johnston 1076; Laughren 2288-9; Lawlor 96-7; Martel 2281-2; McNie 1076; Renwick 249, 273.

Leasing vehicles

Carton 2746; Clement 382; Deacon 382; Grundy 382; Singer 383; F. Young 2746.

Legal aid/clinics

Bales 6, 22, 70, 101-3, 107-8, 114, 148, 208; Callaghan 20-2, 149; Campbell 22, 101-2, 109, 180, 293, 1941-3; Dignam 1942; Eberlee 1943; Lawlor 10, 102-9, 114, 209; Martel 102; Renwick 69-70, 132-3, 148; Rutherford 1942-3; Singer 19-21.

Legislative assistants (*see Parliamentary/legislative assistants*)

Leisure, use of

Brunelle 2103; Campbell 2098; Secord 2104; Stokes 2102-3.

Libraries, law

Callaghan 44; Campbell 44-5.

Libraries, legislative/ministry

Alcombrack 175; Callaghan 46, 116; Lawlor 46; Singer 46.

Libraries/librarians

Campbell 1321; Foulds 1449, 1454, 1466-9; Handleman 1451-5, 1459-60, 1465; Ide 1321; Laughren 1448-58; McCullough 1464; McNie 1245, 1448-57, 1460-1, 1464-5, 1468-9, 1471; B. Newman 1455, 1460-2; Parr 1453, 1456; Parrott 1454-5, 1462-5; Roedde 1449, 1451-2, 1454, 1457-9, 1461-3, 1467, 1469; Root 1470-1.

Libraries, school

Handleman 1451-5, 1459-60; Laughren 1450-8; McNie 1450-7, 1460-1; B. Newman 1455, 1460-1; Parr 1453, 1456; Parrott 1454-5; Roedde 1451-2, 1454, 1458-9, 1461.

SUBJECTS—*Continued*

Libraries, university/college

Campbell 997, 1005; Foulds 1113-4; Gordon 997; L. M. Johnston 1113-4; Laughren 986; McCullough 978-81, 997, 1005; McNie 978-9; Singer 976-81.

Licence plates

Carton 2734; F. Young 2733-4.

Licences, drivers

Campbell 2720, 2726; Carton 2453-4, 2458, 2717-20, 2726; Gower 2718; Haggerty 2717-20; R. H. Humphries 2719; Renwick 368; Riddell 2727; J. P. Spence 2717, 2726.

Licences, hunting/fishing

Bernier 2322, 2324; Brubacher 2337, 2339; Ferrier 2322; Haggerty 2303, 2305; Iriizawa 2322, 2324; Stokes 2325, 2339; Villeneuve 2324; Wiseman 2324, 2337.

Licences, insurance

Campbell 355-6; Clement 355-6; Deacon 356; Grundy 356, 365; Thompson 360.

Licences, laboratory

Potter 2865.

Licences, lottery/bingo

Clement 545-50; Deacon 545; Fisher 546-51; Lawlor 545-7, 550-1; Ruston 550; Singer 549.

Licences, mining/exploration

Ferrier 2355-6; McLean 2355; Pye 2355-6.

Licences, motor vehicle

Auld 693; Campbell 2729-32; Carton 2721-2, 2730-1; Deacon 693; Germa 2721-2; Haggerty 2731-2; R. H. Humphries 2730-1; F. S. Miller 2732-3; Sargent 2722; Villeneuve 2732; F. Young 2731.

Licences, motor vehicle mechanics

Carton 2735; Davy 1132-3, 1135; Drea 1135-6; Parrott 1131; Root 1132.

Licences, PCV

Sargent 2745-6; Shoniker 2745-6; Carton 2727.

Licences, school bus operators

Carton 2727; Riddell 2726-7.

Licences, timber/cutting

Bernier 2426, 2430; Foulds 2426; Maeck 2429-30; Stokes 2423-6.

Liens

Bales 99; Clement 471; Drea 468-9, 471-2; Lawlor 98.

Lignite (*see* Coal/lignite)

Liquor boards

Clement 591-2; Deacon 268; Renwick 591.

Littering/cleanup

Auld 599; Bernier 2240; B. Newman 2242; Stokes 2239, 2241.

Loan companies (*see* Trust/loan companies)

Loans/grants, book publishers

Applebaum 1493-4, 1499; Bounsell 1493-4; Campbell 1245-6; Deacon 1246; Drea 1246; Duksza 1483-4; R. Evans 1483-4, 1493-4; Foulds 1483-4, 1499; Kidd 1245-7; McCullough 1245; McNie 1246-7; B. Newman 1247.

Loans/grants, Indian groups

Bernier 2267-9; Brunelle 2073; Campbell 2073; Lewis 2260-2, 2268-71; Martel 2095; Martyn 2075, 2095.

Loans/grants, industries

Bennett 2751, 2759-60, 2777-9, 2823-4, 2826, 2829, 2831-7, 2841-7, 2851-3; L. S. Davis 2823-4; Etchen 2821-30, 2845-6, 2848-54; Haggerty 2777, 2826-31; Laughren 2831-5; F. S. Miller 2847-50, 2853-4; Riddell 2822, 2830-1; Sargent 2752-3, 2760, 2778-9; Stokes 2776, 2779, 2823-6; Wiseman 2778, 2843-6.

Loans/grants, municipalities

Auld 597-8, 651-3; Caverly 651-2; Cockburn 652-4; Good 651-4; Heath 652.

Loans/grants, pollution abatement

Auld 718; MacDonald 718.

Loans/grants, students

Bethune 1185, 1197-1207, 1212-3, 1215-6, 1227-30, 1232-3; Bounsell 1206-7, 1211-6, 1221-2; Campbell 1067, 1073, 1174, 1232; Cassidy 1039; Foulds 1232-6; L. M. Johnston 1067, 1074; Kidd 1212; Laughren 866, 986-7, 1178-97, 1214-5; Martel 1213, 1215, 1221, 1227-30, 1234-5, 1238; McNie 994, 1039, 1074, 1175-9, 1184-5, 1187-97, 1199-1207, 1211-4, 1221-4, 1228-36; Morningstar 1196; B. Newman 1212-3, 1222-4; Parr 912, 1184, 1235-6; Parrott 1231; Root 1237-8; R. S. Smith 1198.

Loans/grants, tourist operators

Bennett 2751, 2759-60, 2762-4, 2797-9, 2801; Sargent 2752-4, 2800; Stokes 2756-7, 2798.

Local initiatives programme

Applebaum 1498; Brunelle 1607, 1863-4, 2057-8, 2065-6; Campbell 1863-4; Cassidy 2064-70; Cole 2058-9, 2064-5; Eberlee 2066, 2068-70; Foulds 1498; Martel 1571, 1574-5, 1607, 2054-5, 2057-8; Martyn 2064, 2068; McCullough 1498; Morningstar 2071; Stokes 2082-3.

Logging/lumbering

Auld 1518; Bernier 1632, 1651, 1653, 2426; Bounsall 1518; Ferrier 1644; Foulds 2426, 2431; Haggerty 1640, 1651; R. G. Hodgson 2430; Lewis 2275; Maeck 2429-30; Martel 2275; Rhodes 2426; Stokes 2425-7.

Lotteries/bingos

Clement 455-6, 459, 545-50; Deacon 548-9; Drea 458-9; Fisher 459, 546-51; Lawlor 545-8, 550-1; Ruston 550; Sargent 459; Singer 547-9; Wardle 455-6, 550.

Lottery system, Crown lands

Bernier 2283; Germa 2293; Martel 2283.

Low-income groups

Brunelle 1583, 1589, 1602, 1611, 1627, 1704, 1711, 1722, 1743, 1781, 1789-90, 1798, 1815; Campbell 1568, 1861, 2013; Deans 1803-4; Drea 1719-20, 1722; Eberlee 1703-5, 1790-1; Germa 2297-8; Handleman 1589; Laughren 1624-8; Lewis 1814-6, 2943; Martel 1583, 1585-6, 1612, 1704-5, 1782, 1790, 1798, 1819, 1825-6; R. S. Smith 1702-5, 1711-2, 1722, 1779-82, 1789-90; J. P. Spence 1744.

Manpower services, provincial

Cassidy 898; L. M. Johnston 898; McNie 898.

Manufacturers/manufacturing

Clement 425-7; Riddell 425-6.

Maps, geological

Stokes 2189.

Maps, road

McNab 2628; Stokes 2628.

Marinas

Bernier 2286-7; Foulds 2286-8; Haggerty 2230; Keenan 2286-7.

Marketing, fruit/vegetable

Bennett 2792-3; J. J. Graham 2793; Sargent 2793; J. P. Spence 2792-3; York 2792-3.

Marriages, common-law

Brunelle 1622; Campbell 1618, 1622.

Masseurs

Clement 417; Roy 417.

McWilliams report

Clement 380-1, 392, 398; Grundy 394-5; Lawlor 391-2, 394-6; Singer 380, 392.

Medical facilities (see Health/medical facilities)

Medical negligence

Lewis 2940; Potter 2939-40; Singer 2937-9.

Medical schools/courses

Campbell 969; Duksza 2890, 2893, 2900-1; Gordon 959, 963; Laughren 988; MacDonald 954-5; Martel 964-7; McNie 954, 958, 962-6; B. Newman 883, 962; Parr 955, 961, 965; Potter 2868, 2919-20, 2925; G. W. Reid 2930.

Medical transplants

Potter 2869.

Members'/ministers' facilities

Alcombebrack 172-3, 176; Beckett 172-3; Roy 176.

Mental health centres/clinics

Campbell 2958; Potter 2863; Roy 2878; Zarfas 2961.

Mental health/illness

Braithwaite 771, 775; Brunelle 1719-20; Campbell 2957; Lawlor 115; Lewis 2944-5; Potter 2961; Rae-Grant 2952-3; R. S. Smith 1719; Zarfas 2961.

Middle-age groups

Brunelle 1747-8; Haggerty 1746-8; Martel 1808, 1827.

Minerals/ores

Bernier 1635, 1650, 1663-4, 2344-5, 2350-1, 2353-8; Ferrier 1643-4, 2356-9; Haggerty 1637, 2343-4; Stokes 2350, 2461-2.

Mines, abandoned/shutdown

Bernier 2350-1, 2358; Ferrier 2357; Jewett 2351; Pye 2351; Stokes 2350.

Mines/mining

Bernier 1634-6, 1650, 1654, 1663-4, 1686, 2354-6, 2369, 2373, 2382, 2398, 2407; Ferrier 1642-4; Gilbertson 2410-1; Haggerty 1638, 1663; Herridge 1686; Hughes 2398-403; Jewett 2402-3, 2407; Martel 1904, 1906-7, 2351-2, 2372-4, 2382-99, 2403; Pye 2352; Stokes 1685-6, 2349-52, 2354-5.

Mining claims

Bernier 2184-5; Jessiman 2185; McGinn 2184-5; Stokes 2184.

Mining companies

Auld 669, 671, 680, 752-6, 762; Bennett 2763; Bernier 2344-5, 2358, 2360, 2366, 2376; Bray 312; Caplice 631-2; Deans 756; Drea 313; Drowley 753, 756, 762-3; Ferrier 1647-8, 2357-60; Haggerty 679, 754-5, 761-3, 2344; Havrot 2770; Laughren 680-1, 2361-5; Martel 631-3, 669-72, 677-9, 681, 2372-6; Pye 2350-2; Renwick 311; Riddell 754; R. S. Smith 752-6; Stokes 2350, 2461-2, 2757-8.

Mining/lands commissioner

Bernier 2302-3.

SUBJECTS—Continued

Mining stock promotion

Bray 313; Drea 313.

Minorities/ethnic groups

Brunelle 1767, 2034-5; Campbell 210, 1863, 1946, 2039; Dukszta 2033-5, 2897; Eberlee 2034; B. Graham 1946; Lewis 1392; Martel 2035-8; Martyn 2034; McNie 1462; Moritsugu 2032-3, 2039; B. Newman 1462, 1767, 2061; G. Nixon 2039-40.

Mobile homes (*see* Trailers/mobile homes)

Monarchy/royal visit

Campbell 1366; Ide 1366-7.

Monopolies/cartels

Clement 586, 590; Good 2136-8; Lawlor 584-5; McKeough 2136; Renwick 587.

Monorails

Allen 2496, 2505-6; Campbell 2504-7; Carton 2444, 2452, 2467-8, 2478-82, 2491, 2494, 2504; Cassidy 2483-5, 2504; Foley 2468-72, 2477-8, 2480, 2483-500, 2505-7; Germa 2448-9, 2469-72, 2477-8; Haggerty 2467-8; McNab 2467-8; Paterson 2441-2; Ruston 2467; Singer 2472-3, 2479-82.

Mortgages, chattel

Priddle 576; Singer 576.

Mortgages/companies

Clement 410, 441-2, 446; Deacon 562; Laughren 441-2, 445-6; Lawlor 407; F. S. Miller 2850.

Mothers, unmarried

Martel 2008-9; McLellan 2008.

Mothers, working

Martel 1601, 2021.

Motor fuels (*see* Gasoline/motor fuels)

Motor vehicle accident claims fund

Clement 401-2; Gilchrist 401; Havrot 401; F. S. Miller 2733; Renwick 192; F. Young 401-2.

Motor vehicle dealers

Bennett 2852; Campbell 2729, 2731; Clement 405-6, 409, 469-72, 474, 476-80; Deacon 476-80; Drea 285, 468-71, 474-5; Haggerty 2731-2; R. H. Humphries 2731; Lawlor 475-6; MacCormac 472-5, 477-9; F. S. Miller 2739, 2852; Sargent 405-6; Singer 471-2, 475-6.

Motor vehicle exhaust emissions

Auld 691-7, 704, 709, 720-1, 759-60, 765-7; Braithwaite 764-6; Carton 2465-6; Deacon 693, 721, 759-60; Drea 693-4, 696, 704;

Drowley 767; Good 691, 697; Haggerty 692, 719-21, 2465-6, 2784; Macfarlane 694-5, 720, 764; B. Newman 709, 759-60, 767; Parrott 694-6; Stadelman 2784.

Motor vehicle odometers

Clement 471, 474, 476; Drea 468-9, 473-4; MacCormac 473-5; Lawlor 475-6; Singer 476.

Motor vehicle/parts industry

Auld 692; Drea 696; Good 692.

Motor vehicle repairs

Campbell 377-9, 2730; Clement 377-9; Drea 379; Grundy 378.

Motor vehicles

Aiken 2738-9; Auld 787, 790-1, 796; Burr 796; Campbell 2729-32, 2734, 2738; Carton 2446, 2540; Haggerty 2540, 2731-2, 2735; R. H. Humphries 2730-1; Lawlor 487; McNab 2540; F. S. Miller 2731; B. Newman 787-8; Paterson 2443; Tempelmeyer 790-1, 795-6; Wardle 790; F. Young 2731, 2734.

Motor vehicles, abandoned/stolen

Auld 598, 836-7, 843-7, 1528-9; Burr 845; Drea 845-7; Good 1529; Haggerty 836-7, 1528-9; B. Newman 843-8; Williamson 844-5, 1528.

Motor vehicles, all-terrain

Carton 2725; Stokes 2724-5.

Motor vehicles, Ontario government

Ide 1267; Lewis 1267.

Motorcyclists/motorcycles

Bernier 2280-1; Riddell 2280.

Municipal Board, Ontario

Bales 250-8, 260; Campbell 257-8; Cassidy 248-56, 259-60; Deacon 260; Lawlor 185, 251, 258-9; Parrott 254; Renwick 250.

Museums

Campbell 1329-31, 1341; Dukszta 1330-1, 1336-41; Foulds 1334, 1338-41, 1345-6; Handleman 1474-5, 1477; Kidd 1341; McCullough 1346; McNie 1244-5, 1330, 1336-41, 1346, 1358, 1474-5, 1477; B. Newman 1336, 1358-9, 1475-6; Parr 1339; Root 1476; Styrmo 1474-7; Tovell 1331, 1339, 1341.

Mutual funds

Bray 329-30, 337; Clement 331, 350; Lawlor 330-1; Renwick 337; Sargent 329.

Natural resources/management

Bernier 1631-6, 2152-5, 2169-71, 2354-5, 2385-6, 2407; Burr 601-3; Ferrier 1641-8; Haggerty 1637-41, 2406-7; Laughren 2364-5; Martel 2376-7, 2383-5; B. Newman 1662; R. S. Smith 1655-6; Stokes 1657-60, 2151-5, 2170, 2354.

Natural resources personnel

Bernier 1631, 1653-7; Haggerty 1639;
Rollins 1649; R. S. Smith 1655-6; Stokes
1657.

News media/periodicals

Applebaum 1493; Bales 143-4; Bounsell
1493-4; Deacon 310-1; Drea 1327-9;
R. Evans 1493-4; Renwick 143-4.

Noise levels/control

Auld 598, 703, 724, 780-98; Bidell 2500, 2517,
2530-1; Braithwaite 719, 724, 771-84; Burr
790, 792-3, 796-7; Campbell 2514-7; Carton
2466-8; Cassidy 2500; Drea 703, 2517, 2530;
Foley 2500, 2515; Foulds 2613-4; Germa
2468-9; Good 600, 2517; Haggerty 2466-7;
Macfarlane 749-50, 766; Martel 794-5;
McNab 2469, 2614; B. Newman 779-81,
784-9; G. Nixon 797-8; Parrott 795-6;
T. P. Reid 749-50; Singer 2467, 2469;
Tempelmeyer 766, 779, 782-3, 785-7, 790-1,
793, 795-8; Ward 2614; Wardle 789-91, 798.

NorOntair

Carton 2445, 2452, 2556, 2699; Davoud
2706-7; Germa 2449, 2698-700, 2707;
Howard 2705-11; Jessiman 2700.

Northern affairs officers/offices

Bernier 1685-6, 1689-90; Clement 290;
Ferrier 1688-90; Havrot 290; Martel 1574;
R. S. Smith 1690; Stokes 1684-6.

Northern Ontario affairs

Bennett 2832-8; Bernier 1650, 1685-6,
1689-90, 2159-60, 2169-71, 2249, 2278, 2282,
2371, 2374-5; Brunelle 2090; Carton 2452-3,
2464, 2549, 2554, 2556-8, 2570, 2628, 2631-2,
2646, 2661-3, 2699; Deacon 645-6; Ferrier
1688-90, 2248, 2463-4, 2560-3, 2570; Germa
2447-50, 2553-8, 2642-6, 2698-701; Haggerty
1637-8; Jessiman 2211, 2542-4, 2556-7,
2560-1; Laughren 2831-8; Maech 2171;
Martel 2276-9, 2282, 2361-3, 2371-5, 2568-70,
2660-8; McNab 2702-3; F. S. Miller 2855;
Rathbun 2550-2; R. S. Smith 1690, 2219-22;
Stokes 1660-2, 1684-6, 2087, 2102, 2158-60,
2170, 2173, 2257, 2460, 2542-4, 2547-9, 2551-2,
2571, 2628-32, 2754-8, 2791-2; Summerley
2554-5.

Nuclear/atomic energy

Lewis 2274-5; Riddell 244, 2274; Stadleman
2787.

Nuclear generating stations (*see*

Hydro/nuclear generating stations)

Nurses

Campbell 900, 2960; Cassidy 895-6; Dukszta
2890-2; Parr 896; Potter 2919-20, 2963;
G. W. Reid 2930.

Nurses, public health

Dukszta 2897; Potter 2865-6.

Nursing assistants

Beckett 1147; Campbell 1068-70, 1145-7;
Foulds 1106; Hay 1069; L. M. Johnston
1145; Laughren 1147; McNie 1059, 1069,
1144-5; Parr 1147; Pulsford 1145-6; Shaver
1106.

Nursing care/services

Brunelle 1924-7, 1932; Crawford 1928, 1935;
Dukszta 2883, 2892; Haggerty 1932; Potter
2869-70.

Nursing homes/board

Beckett 2932-3; Brunelle 1717-9, 1728,
1925-8; Bullbrook 2934; Chatfield 2932,
2934-6; Crawford 1935; Drea 1717-9, 2954,
2956; Dukszta 2884, 2895, 2902; Eberlee
1718; Etchen 2848; Haggerty 1934; Lewis
2943-4; Martel 1605, 1924-9; F. S. Miller
2848; Potter 2860-2, 2921-2, 2926, 2932-6,
2951-2, 2955-6; Root 2903; R. S. Smith
1717-9; Taylor 2935-6; C. J. Williams
1718.

Nursing students

Bethune 1177; Campbell 1062, 1082-4,
1110-1, 1145, 1175-6, 2960; L. M. Johnston
1061; Laughren 1061; McNie 1059, 1061,
1082, 1111, 1177; Shaver 1082-4.

Nutrition

Brunelle 1826; Campbell 1852, 2956; Martel
1820, 1825-6; Potter 2866, 2916; W. G. Smith
1819, 1852-3; C. J. Williams 1826

Offenders, young

Bales 129; Campbell 2010; Eberlee 2010-1;
Lawlor 129, 202; Madger 2010-1; Martel
2010-1.

OHIC/OHIP

Campbell 2957; Drea 2954; Dukszta 2901;
Lewis 2943; MacDonald 2927; Martin
2932; Potter 2913, 2951-2, 2955, 2961; Roy
2872-3, 2878; Singer 73-5.

Oil companies

Bernier 2346; Clement 502-5; Haggerty
2346; Lawlor 490-1; Renwick 503-5.

Oil exports/imports

Good 2138; MacDonald 2137, 2139;
McKeough 2135.

Oil/gasoline prices

Good 2137-8; Haggerty 2136-7; MacDonald
2135-7; McKeough 2135-9; Rollins 2141-2;
Wiseman 2137.

Oil production

Good 2135-6; McKeough 2135-6, 2139; Pye
2347.

Oil spillage/leakage

Auld 643-5; Caplice 644-5; Laughren 644-5;
Watt 643.

SUBJECTS—*Continued*

Olympic games

Campbell 2120-3; Martyn 2121-2; Secord 2122-3.

Ombudsman

Bales 157; Lawlor 156-7; Renwick 72.

Ontario Northland Railway/ Commission

Carton 2452-3, 2462, 2464-5, 2549, 2554-8, 2563, 2568, 2570, 2703; Davoud 2706-7; Ferrier 2464, 2560-6; Germa 2450, 2553-8, 2701; Howard 2696, 2705, 2709; Jessiman 2462, 2542-4, 2553, 2556-7, 2560-1, 2563-6, 2569, 2697-8; Martel 2567-70; Rathbun 2550-2; Stokes 2461-2, 2465, 2542-4, 2547-9, 2552, 2703; Summerley 2554-5, 2571.

Ontario Place

Bennett 2751, 2762, 2817; Martel 2813-4; McLennan 2814-8; Pillgrem 2816-7; Sargent 2814-5; Stokes 2755-6, 2815-7; Wiseman 2817-8.

Ontario Place, northern

Bennett 2767-70; Haggerty 2769-70; Havrot 2770-1; Laughren 2832; Sargent 2767-8, 2771; Stokes 2768-9.

Optical services

Potter 2925; Roy 2876-7.

Ores (*see* Minerals/ores)

Overpasses (*see* Bridges/over- passes)

Paper (*see* Pulp/paper)

Paramedical personnel/services

Campbell 2959; Duksza 2883, 2891, 2896, 2901; Potter 2869-70, 2963.

Parking facilities/tickets

Carton 2697; Clement 526-8; Haggerty 527-8; Howard 2696-7; Kennedy 2696; Renwick 527; Wardle 525; F. Young 2697.

Parks

Bernier 2219, 2230-1, 2239, 2243, 2247-8; Haggerty 2228-9, 2231, 2246-7; B. Newman 2242-4, 2249-53; R. S. Smith 2218-22; Villeneuve 2244.

Parks commissions/boards

Bernier 1682-3, 2207-10, 2220, 2249-51; Herridge 1682; Laughren 2207-8; F. S. Miller 2208-10; B. Newman 2249-51; J. P. Spence 2249-50; Rollins 2203-7, 2212; Sloan 2205-7; R. S. Smith 1683, 2205, 2212, 2219-22; Stokes 1682, 2205-7, 2219-20.

Parks, conservation authority

Bernier 2199-200, 2216; Deans 2199-200; Haggerty 2215-6; Latornell 2200.

Parks, historical

Foulds 1442; Ryan 1442.

Parks, industrial

Bennett 2775, 2837; Laughren 2837; Martel 2837; Wiseman 2843.

Parks, municipal/regional

Bernier 2301-2; Lewis 2185-7; J. P. Spence 2301-2.

Parks, national

Bernier 2249, 2256, 2258-9; Ferrier 2248; Keenan 2256; Maeck 2249; Stokes 2249, 2256-8.

Parks, provincial

Bernier 1636, 1653, 1671-5, 1677-80, 2171, 2210, 2230-1, 2236-9, 2242-4, 2249-50, 2253-5, 2259-60, 2268, 2276-81, 2297-300; Ferrier 1644-5, 1679-80, 2255-6, 2299-301; Germa 2297-8; Gilbertson 1676; Haggerty 1639-40, 1675, 2298-9; Herridge 1677-8; Irizawa 2304; Lewis 2259-62, 2274-5; Maeck 2210, 2299; Martel 2276-9; B. Newman 2242-3, 2252-3; Riddell 2280; Ringham 2238; Rollins 1648-9; J. P. Spence 1669-73; Stokes 2237-9, 2260-1; Wiseman 1677-8, 2253-4, 2299.

Parks, trailer

Bernier 1677; Clement 430-1; Haggerty 2248; Keenan 2248; B. Newman 430-1, 1677; Sargent 429-30.

Parliamentary/legislative assistants

Renwick 280.

Parole/board

Bales 138; Renwick 137.

Pathways (*see* Walkways/pathways)

Patronage

Germa 2721; Martel 1572; Sargent 2722; Singer 41.

Pedestrians

Haggerty 2640-1; McNab 2640-1.

Penalties (*see* Fines/penalties)

Pension Plan, Canada

Brunelle 1596, 1850-1; Campbell 1850.

Pensioners

Campbell 1568-9; Martel 1571; J. P. Spence 1743-4.

Pensions commission

Bentley 340, 342, 346-7, 352; Clement 339, 341; Renwick 340-1, 352.

Pensions/pension plans

Bentley 340, 342-9, 351-2; Campbell 1080, 1122, 1153-4; Clement 339, 341, 344, 346, 348-51; Deacon 339-40; Good 342, 349; L. M. Johnston 1080; Lawlor 342-6; Parr 1153; Renwick 340-2, 349-50; Singer 347-9, 351-2; Sisco 1153-4.

Pensions, portable

Bentley 340; Deacon 339-40.

Periodicals (*see* News media/periodicals)

Personnel services, government

Campbell 946-7; Clement 305; Kidd 946-7; Lawlor 309; P. C. Williams 305, 309.

Pest control/services

Eadie 2588; Riddell 2588.

Pesticides/herbicides

Auld 598, 1541-5, 1541-5; Bounsall 1545, 1559; Haggerty 1541-2, 1545; Jessiman 1544; Martel 1542-4; Moore 1541-5.

Petitions

Clement 572; Martel 572.

Physical fitness

Brunelle 2110, 2113-6, 2118; Eberlee 2118; Martyn 2117; B. Newman 2110-8; Secord 2111-3, 2116-7, 2122.

Physiotherapists

Beckett 2932-3; Martin 2932-3.

Pickering North project

Bales 244; Brunelle 2051-2; Campbell 2041-2, 2045, 2051; Cole 2042, 2046; Renwick 244; Singer 233.

Pipelines, oil/gas

Clarkson 2146, 2150; Good 2145-6; McKeough 2138, 2143, 2146.

Pipelines, ore

Stokes 2354, 2462, 2757.

Pipelines, waste

Auld 810; B. Newman 810.

Pipelines, water

Auld 658-9; Caverly 657-8; Good 657-9, 2193; Haggerty 658-9, 661-4; Watt 659.

Pits/quarries

Bernier 1633-4, 1661, 2272-3, 2404-5; H. F. Davis 2404; Haggerty 1639-40, 2404; Lewis 2260, 2271-5; Maeck 2273; Martel 2273-5.

Planning/development, Haldimand area

Auld 662; Caverly 662; Haggerty 662.

Planning, industrial

Bennett 2832-8; Handelman 2839; Laughren 2833-8; Martel 2837-8.

Plaques

Foulds 1442; McNie 1359, 1442; B. Newman 1359; Root 1443.

Plea bargaining/discussions

Bales 138; Callaghan 60, 138; Lawlor 60; Renwick 138.

Police commissions, municipal/regional

Bales 179, 206; Lawlor 179.

Police/court records

Bales 131, 139; Callaghan 130-1; Campbell 139; Renwick 130-3; Ruston 132.

Police information centre

Bales 6, 136-7, 203-4.

Pollution abatement equipment

Auld 622, 689-90, 707, 746, 1547-9; Good 622; Haggerty 707, 1551; Macfarlane 690-1, 747; Martel 1546-9; B. Newman 689-91.

Pollution, air

Auld 597, 668-74, 677, 680, 683-4, 689-702, 704-9, 713-5, 719-22, 725-30, 732-4, 741-3, 746-7, 757-8, 763, 766; Bounsall 725-8; Braithwaite 719, 721-4, 763-4; Burr 729-34, 737-8, 741, 745; Deacon 693, 700; Drea 693-4, 702-6, 765-6; Drowley 700, 707-8, 743-4, 749, 757-8, 762; Good 600, 691, 697-9; Haggerty 671, 692, 706-8, 719-21, 743, 761-3; Havrot 729; Laughren 680-2; MacDonald 715; Macfarlane 670-3, 689-91, 694-7, 701-2, 706-7, 714, 722-4, 727, 730, 738-41, 745, 750, 766; Martel 668-77, 681; B. Newman 683-4, 689-91, 709, 713-5, 757-9; T. P. Reid 746-50; R. S. Smith 740, 742-3; Stopps 731; Wardle 701, 706.

Pollution, chemical (*see* Pollution, metal/chemical)

Pollution, farm

Haggerty 1541-2; Moore 1541-2.

Pollution index/monitoring

Auld 598, 668-71, 673-5, 682-4, 704, 706, 730, 737-41, 743, 749, 757, 765, 1552; Braithwaite 764; Burr 729-33, 737-8, 740-1; Deacon 766; Drea 704, 750; Drowley 676, 749, 757, 763; Haggerty 706-8, 1552; Laughren 669, 682; Lawlor 708-9; Macfarlane 669-74, 682-4, 706-7, 738-40, 749-50, 764; Martel 668-76, 679; B. Newman 683-4, 689; T. P. Reid 748-50; R. S. Smith 740, 743-4, 752, 755-6; Tempelmeyer 766.

SUBJECTS—*Continued*

Pollution, industrial

Auld 713-8, 723-8, 733, 742-3, 746-7, 752-5, 758-9, 762, 1546-52; Bernier 2319-20; Bounsell 725-8; Braithwaite 722-4; Burr 733, 737, 744-5; Caplice 631-2; Drowley 707-8, 743-4, 749, 753, 756, 762; Gaunt 2318; Haggerty 744, 761-3, 1551-2, 2407-8; Jewett 2408; MacDonald 715-8; Macfarlane 714, 723-4, 727, 744-5, 747, 750, 759; Martel 631-3, 1546-9; B. Newman 713-5, 758-9; T. P. Reid 745-9; R. S. Smith 742-3, 751-6.

Pollution, metal/chemical

Auld 675, 757, 763; Braithwaite 764-5; Burr 603; Drea 765-6; Drowley 676, 758; Haggerty 763; Macfarlane 764; Martel 675; Neil 676; B. Newman 757, 767.

Pollution Probe

Haggerty 2149; MacDonald 2149; McKeough 2149.

Pollution, thermal

Auld 663, 1530, 1535; Caverly 664; Haggerty 663-4, 1535.

Pollution, water

Auld 626-7, 636-7, 643-5, 741, 751, 1530-1; Bernier 2177-8, 2277, 2319-20; Bounsell 1531; Caplice 644-5; Caverly 741-2, 751; Cockburn 636-8; Gaunt 2318; Haggerty 1530-1, 2310, 2319-20; Jessiman 1532; Laughren 639, 642-5; Martel 628, 2277; Nuttall 626-7; Riddell 638; Ruston 636-8; Sargent 799; R. S. Smith 741, 751; Stokes 2177, 2277; Wardle 625-6; Williamson 764.

Poverty

Brunelle 1803; Deans 1802-3; Eberlee 1801; Lewis 1815-6.

Press council

Bales 143; Renwick 143-4.

Pressure vessels (*see* Boilers/ pressure vessels)

Price control (*see* Wage/price/ profit control)

Pricing, unit

Clement 510; Lawlor 510; Renwick 510.

Prisoners

Bales 76-7; Renwick 76-7; Singer 77.

Privacy, invasion of

Carton 2522; Foley 2522.

Probation officers/probation

Bales 204-5; Martel 205.

Prospecting (*see* Exploration/ prospecting)

Prospectuses/brochures

Bray 307, 312, 320; Brown 434-5, 480-1; Clement 453; Deacon 307-8, 319-20; Lawlor 434.

Psychiatrists/psychiatric services

Lewis 2943; Potter 2862; Roy 2877-8.

Public health/association

Campbell 2958; Martin 2962; Potter 2962.

Public Service Superannuation Fund

Auld 606-7, 655; Castel 606; Caverly 654; Good 606, 654; Martel 607-8.

Public trustee

Bales 115; Lawlor 115.

Public utilities/companies

Bales 148; Clarkson 1695, 2141, 2150; Haggerty 1694-5; MacNabb 1695; McKeough 1695; Renwick 148.

Publications, government

Auld 758; Bentley 342; Beckett 1877; Brunelle 1770-1, 1831-2; Campbell 2042-5; Clement 342; Cole 2044; Drowley 758; Eberlee 1770, 2042-5; Kidd 949; Lawlor 342-3; Martel 1769-70; McCullough 980; McNie 979; B. Newman 758; Singer 976-9.

Publicity (*see* Advertising/ publicity)

Publishers, Canadian

Bounsell 1483, 1493-4; Dukszta 1483-4; R. Evans 1483-4, 1493-4.

Pulp/paper

Auld 754; Bernier 1632, 2343, 2355, 2427-9; Ferrier 2357; Foley 2459-60; Haggerty 2418; Herridge 2436; T. P. Reid 746; R. S. Smith 754; Stokes 2423-5, 2427-8, 2435-6, 2459-60.

Quarries (*see* Pits/quarries)

Queen's Park complex

Applebaum 1499; Foulds 1498.

Quorum

Campbell 1173; Martel 943-5.

Rabies

Gaunt 2318, 2321; Haggerty 2307-8; Irizawa 2307-8, 2320; Roseborough 2320-1.

Racetracks (*see* Horseracing/ racetracks)

Racing Commission, Ontario

Clement 529-30; McDonnell 529; Renwick 528-30; Singer 529-30.

Radiation, nuclear

Auld 761; Braithwaite 761.

Radio/television

Bowers 1414, 1417; Campbell 1315, 1366, 1407; Carton 2444-5, 2549, 2551, 2734; Drea 1303, 1424-30; Germa 2450; Ide 1248-50, 1271, 1303-4, 1315-7, 1367, 1370, 1378, 1413-5, 1417-8; Jessiman 2569-70; Laughren 1024-5, 1410-4; Lewis 1370; Martel 1419-23, 2568-70; McNie 1024-5, 1053, 1316, 1397; L. Miller 1370-1; Paterson 2442; Rathbun 2549-52; Singer 1415-8; R. S. Smith 1432-3; Stokes 2547-9, 2551-2; F. Young 2733-4.

Railway passenger service

Allan 2695; Carton 2695; Ferrier 2562-4; Haggerty 2694; Jessiman 2563-4; McNab 2694.

Railway crossings

McNab 2589; B. Newman 2589; Ruston 2589.

Railways

Bernier 2354-5; Carton 2452-3, 2528, 2633; Drea 2528-9, 2533-4; Ferrier 2357; Germa 2448; Haggerty 2636; Jessiman 2542-3; McNab 2529, 2531, 2633, 2636; Stokes 2354, 2461-2, 2542.

Real estate brokers/salesmen

Bales 54; Clement 270-1, 405, 407-8, 411, 437-9, 441-3, 507; Cox 438, 441, 444-5, 508-9; Drea 445; Laughren 442-5; Lawlor 398, 408, 438, 444, 506-9; MacBeth 509; Riddell 438-9; Roy 437, 439; F. Young 54.

Recreation

Basich 2119-20; Brunelle 2103, 2110; Campbell 2098-102, 2107-8, 2121; Martyn 2107, 2119; B. Newman 2103, 2110-2; Secord 2099-104, 2107-12; Stokes 2102-3.

Refineries, oil

MacDonald 2135-7; McKeough 2135-7.

Refineries, metal (*see* Smelters/refineries)

Reforestation (*see* Forest regeneration/reforestation)

Regional development

Bennett 2774-6; Stokes 2773-5.

Regional/district municipalities

Auld 631, 656-7; Caverly 654-5; Cockburn 629-31, 665-6; Good 654-6; Haggerty 665-6; Martel 628.

Registrar General

Clement 578; H. F. Humphries 578-9; Lawlor 578; Singer 578.

Regulations, Ontario (*see* Statutes/regulations, Ontario)

Rehabilitation/rehabilitative services

Brunelle 1599, 1887-8, 1893, 1896, 1898-904, 1906-8; Campbell 1863, 1887-8, 1893-4; Eberlee 1736, 1888, 1894, 1897-8, 1900-1, 2060; Haggerty 1842-3; Martel 1575, 1577-8, 1586, 1597, 1599, 1605-6, 1840, 1900-6; B. Newman 2060; Sohn 1893-4, 1896-7.

Religious instruction, school

Cassidy 1036; Gordon 1036-7.

Rent/control

Bales 41; Campbell 154; E. Johnston 304; Renwick 40-1, 273, 304.

Reports, annual, re

Bales 34, 215; Bernier 2375, 2417; Clement 271; Deacon 268; Lawlor 33, 213; Martel 1905-6, 2375-6; McKeough 2144; Potter 2913; Renwick 247; Roy 2876, 2879; Singer 215; Sohn 1905; Stokes 2417.

Research, economic/social

Brunelle 1779-83, 1787-90, 1795, 1797, 1801, 1803; Clement 263; Deans 1802-6; Eberlee 1781-2, 1788, 1790-7, 1799-801; Handleman 1780-1; Lundy 1780, 1792, 1794, 1799; Martel 1791-8; McIlveen 1806; Parrott 1800; Root 1798; R. S. Smith 1779-82, 1787-90, 1796-800.

Research, education

Campbell 902, 909, 932-3, 1044; Cassidy 918; Foulds 1013; Gordon 1044; L. M. Johnston 935-7; Kidd 903; Laughren 934-7; McLeod 909-11, 932; McNie 902, 910, 918, 923-4, 932-3, 936-7, 1044; B. Newman 922, 1017; Parr 902, 910, 922-4, 933; Singer 923-4.

Research, environmental

Auld 608, 615-6, 618, 620, 635, 646, 1559-60; Bennett 2784; Bounsal 1559-60; Burr 618; Caverly 618; Deacon 646; Drowley 1559; Gilbert 618; Haggerty 2783-4, 2786; Harris 1559; Martel 608, 620; Stadelman 2783-4.

Research, ETV

Bowers 1295; Campbell 1319-20; Drea 1295-6; Ide 1295, 1319-20, 1398-400; Lewis 1369, 1391-6, 1400; McNie 1392; R. F. Nixon 1401; D. Walker 1295-6.

Research, fair business practices

Campbell 297; Clement 295-6; Singer 295-6.

Research Foundation, Ontario

Bennett 2772-3, 2784; Haggerty 2772-3, 2783-4, 2786, 2788; Pillgrem 2772, 2784; Sargent 2771-2, 2785-6; Stadelman 2783-9; Stokes 2758, 2784-9.

SUBJECTS—*Continued*

Research, health

Drea 2955; Potter 2864.

Research, highways/roads

Adcock 2675; Bidell 2637-8; Carton 2636, 2643, 2646-7, 2655; Eaton 2671-4; Germa 2642-9, 2655; Haggerty 2636-8; G. H. Johnston 2665, 2667; Martel 2658-60, 2664-7; McNab 2644, 2659-60, 2665-7.

Research, industrial

Bennett 2772-3; Haggerty 2772-3; Sargent 2771-2, 2786; Stadelman 2785-9; Stokes 2784-7.

Research, justice/law

Bales 59; Callaghan 60, 62; Campbell 62-3, 87; Lawlor 60, 88.

Research, lakeshore/cottage

Bernier 2178-9; Good 2178; Maeck 2178.

Research, mining

Bernier 1635; Haggerty 1638; Laughren 2362.

Research, noise

Auld 795; Burr 797; Carton 2467-8; Germa 2468-9; Haggerty 2466-7; McNab 2469; Parrott 795-6; Tempelmeyer 796.

Research, pollution/control

Auld 751-6; Haggerty 754, 1551-2; Martel 1546; R. S. Smith 751-5.

Research, roads (*see* Research, highways/roads)

Research, social (*see* Research, economic/social)

Research, waste/sewage disposal

Auld 805-9, 811, 813-4, 816-9, 1559, 1561; Burr 816-7; Drowley 1559; Good 1556-9; Handleman 812-4; Harris 1556, 1559-60; Laughren 810-1; B. Newman 805-9, 842; Voegle 817; Wardle 1560; Williamson 806-8, 812, 814, 817-8.

Reservoirs, water

Bernier 2160-1, 2193, 2218; Caverly 657; Foulds 2217-8; Good 657, 2192-4; Maeck 2161; J. P. Spence 2218; Stokes 2159.

Retraining

Brunelle 1606-7, 1627, 1893, 1896, 1903; Campbell 909, 1077-80, 2018; Drea 1137-8; Eberlee 1605, 1897; Haggerty 1895-9; Jackson 1064; L. M. Johnston 1060, 1077-8, 1130-1; Laughren 1130, 1625; Martel 1604-6; McLeod 909; McNie 1059, 1130, 1245; Sohn 1893-4, 1896-7; Stapleford 2018.

Revenues, provincial

Bernier 1658-60; Stokes 1658-60.

Review boards/courts, assessment

Bales 216-7, 221-30, 255; Campbell 215-7; Cassidy 255; Good 222-4; Haggerty 227; Lawlor 216, 229; Parrott 231; Pukacz 225-6; Riddell 221-2; Singer 224-7, 229, 231-2.

Review boards, expropriation

Bales 232-4; Campbell 235; Lawlor 234-5; Renwick 244; Singer 232-5.

Review boards, family benefits

Brunelle 1750-4, 1759-64, 1766-8, 1770; Campbell 75; Drea 1764-6; Eberlee 1752-3, 1762, 1770-1; Laughren 1763, 1768; Martel 1753-4, 1759-64, 1769-70; B. Newman 1766-8; R. S. Smith 1750-4.

Rezoning (*see* Zoning/rezoning)

Rights of way

Bidell 2530-1; Carton 2530; Drea 2530-1.

Road allowance

Ferguson 2182; Haggerty 2180-3; Maeck 2182-3; McGinn 2180-1.

Road maintenance (*see* Highway/road maintenance)

Road salt

Adcock 2675; McNab 2604; B. Newman 2604.

Road signs/traffic lights

Bennett 2761, 2807-9; Burr 2669-70; Campbell 2720; Carton 2589, 2608, 2720; Eadie 2622, 2670; Haggerty 2580-1, 2803; Handleman 2680-1; R. H. Humphries 2720; McNab 2670; Riddell 2589; Ruston 2606-7, 2622; Sargent 2808-9; J. P. Spence 2608, 2807.

Road/street lighting

Germa 2596-7; Haggerty 2579-81; McNab 2579, 2596-7.

Roads, county/township

Carton 2608, 2611-2, 2656-7; Eaton 2671-4; Germa 2656-8; Handleman 2680; Martel 2609-12; McNab 2609-10, 2657-8; Ruston 2606-8; Stokes 2600.

Roads, municipal/regional

Carton 2586-8, 2601-3, 2611-2; Germa 2593-6; Haggerty 2581-5, 2601-3; R. G. Hodgson 2605-6; Martel 2573-4, 2609-12; McNab 2573-4, 2582-5, 2593-6, 2602-3; B. Newman 2583-4, 2603-4; Riddell 2586-8; Ruston 2606-9; Ward 2581-2, 2584-6, 2601-2.

Roads, private

Carton 2596; Germa 2595-6; McNab 2595-6.

Roads, service

Haggerty 2634-5; McNab 2634-5.

Roads to recreation

Bernier 2238; Martel 2276, 2278; Ringham 2238; Stokes 2237-8, 2259.

Roads to resources

Bernier 2437-8; Carton 2690; Foulds 2435; Haggerty 2690; R. G. Hodgson 2438; Stokes 2437-8.

Roads, township (*see Roads, county/township*)

Room/board

Brunelle 1827-8; Eberlee 1828; Martel 1827-8; W. G. Smith 1827-8, 1852; Willem 1828; C. J. Williams 1828.

Rowdyism (*see Vandalism/rowdyism*)

Royal visit (*see Monarchy/royal visit*)

Safety, bicycle

Carton 2723-4; McNab 2724; Reynolds 2723-4; F. Young 2723-4.

Safety hazards (*see Health/safety hazards*)

Safety, highway

Addcock 2669, 2676; Braithwaite 2463; Burr 2669-70; Campbell 2675-6; Carton 2451, 2463; Eadie 2605, 2669-70; Germa 2448; Haggerty 2605; Handelman 2677-9; Jessiman 2462; McNab 2597, 2676; B. Newman 2604.

Safety, hunting

Bernier 2321-2; Ferrier 2321; Irizawa 2322.

Safety, mine

Bernier 2387-9; Ferrier 1648; Martel 2386-99, 2403.

Safety, motor vehicle

Aiken 2738-9; Campbell 2738; Carton 2737-8; Haggerty 2736-8; R. H. Humphries 2736-7.

Safety, school/bus

Aiken 2740-1; Carton 2727, 2740-1; Riddell 2726-7, 2739-41; Ruston 2741.

Safety, sports

Brunelle 2126-7; Eberlee 2126-7; B. Newman 2126-7.

Safety, transportation

Braithwaite 2518; Campbell 2517-8, 2522; Drea 2519, 2533, 2535-6; Foley 2518-9, 2522, 2534-6; McNab 2518.

Salaries (*see Wages/salaries*)

Sales, referral/pyramid

Brown 434-5, 480-2, 495; Clement 270, 434-7, 480-2, 495-7; Deacon 266; Drea 436; Lawlor 480-3; Martel 495-7; B. Newman 434-6; Roy 436-7.

Sand/gravel

Bales 243; Bernier 1633, 2191-2, 2406; Haggerty 2191-2, 2405-6; McNab 2682-3; Renwick 243; Roy 2682-4.

Satellites, space

Campbell 1264-5, 1318; Carton 2549; Ide 1264-5, 1281, 1318-9; Rathbun 2550-2; Stokes 2547-8, 2551-2.

Sawmills/veneer mills

Bernier 1632-3; Ferrier 1642-3; Rollins 1648-9; Stokes 2627-8.

Scholarships (*see Bursaries/scholarships*)

Schools, bilingual

Cassidy 1039-40; Deacon 1026-7; Gordon 1026-7, 1037-9; L. M. Johnston 1131; Laughren 867-8, 987-91, 1107, 1131, 1157; Martel 992; McNie 867-8, 992, 1037-40; Parr 993, 1107; R. S. Smith 993, 1037-40.

Schools, community/use

Brunelle 2061-2; Campbell 1109-10; L. M. Johnston 1109; Martyn 2061-2; McNie 1109-10; B. Newman 2061-2.

Schools/courses, correspondence

McNie 951.

Schools, dancing

Clement 460, 472; Drea 460, 472.

Schools, nursery

Campbell 1165-6; McNie 1166; Sisco 1165.

Schools of nursing (*see Colleges/schools of nursing*)

Schools, polytechnical/technological

Campbell 997-8, 1109; Deacon 1052; Haggerty 2409; Laughren 1023-5; McCullough 997-8; McNie 1023-5, 1052, 1109; Martel 2410.

Schools, private

Campbell 1060, 1067-70, 1073, 1146-7; Hay 1068-9; L. M. Johnston 1060, 1067-8; McNie 1067-9, 1073; Pulsford 1146.

Schools, retarded children

Brunelle 1896, 1898-900, 1902-3; Eberlee 1899; Haggerty 1895-900; Sohn 1896-7.

Science Centre, Ontario

McNie 1244.

SUBJECTS—*Continued*

Scientific instruments/repairs

Drea 930.

Securities commissions/regulations

Bray 307-7, 309-14, 320, 322, 326-8, 336-7; Campbell 306; Clement 269, 279, 281, 306, 308-10, 319, 321-6, 330-2, 334, 336; Deacon 265, 267, 306-11, 319-23; E. Johnston 306; Lawlor 308, 326, 336; Renwick 76, 311, 314, 324-6, 328, 333-4, 336; Ross 327; Singer 323-4, 331-2, 334.

Securities/industry

Clement 263, 279, 314; Deacon 265, 267; Renwick 314.

Senior citizens' clubs/centres

Brunelle 1921, 1925; Crawford 1922-3, 1929-30; Martel 1929-32; B. Newman 1921-3.

Seniority system

Havrot 305; P. C. Williams 305.

Sentencing

Bales 208; Callaghan 45-6, 60; Lawlor 45, 60; Renwick 137-8; Singer 208.

Septic/holding tanks

Auld 635-6, 638, 640-1, 643, 660, 1557-8; Bernier 2282-6; Burr 634-6; Caverly 634-5; Drowley 1558; Foulds 2285-6; Good 656, 659-60, 1556-8; Laughren 639-41; Martel 641, 2282; Nuttall 626-7; Riddell 638; Walkinshaw 635, 640.

Service centres, highway

Carton 2454-7; Germa 2456; Leach 2454; Maeck 2456-7; Martel 2663; McNab 2454-7; Paterson 2454; Ruston 2454-6; J. P. Spence 2457; Singer 2455-7.

Service clubs

Drea 468-9; Haggerty 1895, 1897-8.

Sewage disposal

Auld 635-41, 643, 665, 667; Burr 634-6; Caverly 634-5; Cockburn 665-7; Deacon 645-7; Haggerty 664-7; Laughren 639-43; Martel 641; Riddell 638-9; Walkinshaw 635, 640.

Sewage treatment

Auld 597, 599, 605, 610, 628, 630, 633, 636-9, 643, 651, 655-7, 701-2, 1561; Bernier 2200; Bounsell 1560; Burr 633-4; Caplice 631-2; Caverly 610, 633-4, 639, 651, 654-7, 661; Cockburn 629-31, 636-8, 654-7; Deacon 645-7; Deans 2200; Good 600, 651, 654-61, 1556-7; Haggerty 664-7; Harris 1556, 1559-60; Latornell 2200; Laughren 642-3; Macfarlane 701-2; Martel 628-33; Riddell 638-9; Ruston 636-8; J. P. Spence 2775; Walkinshaw 635; Wardle 701, 1560.

Sewerage

Caverly 651; Cockburn 653; Good 651.

Shareholders/annual meetings

Clement 308, 319; Deacon 319-23; Lawlor 335; Renwick 325; Singer 323.

Shelter/fuel allowances

Brunelle 1580, 1611; Martel 1580-1.

Sheriffs

Bales 41; Renwick 41; Singer 41.

Shipping

Ferrier 2570-1; Jessiman 2543; Stokes 2543; Summerley 2571.

Shopping centres/chain stores

Bales 78-9; Haggerty 79; Renwick 76, 78-9; Singer 79.

Shorelines (*see* Beach properties/shorelines)

Signs/sign pollution

Bennett 2808-9; Bernier 2210-1; Jessiman 2211; Maeck 2210-1; F. S. Miller 2209; McNab 2597; Rollins 2209; Sargent 2808-9; R. S. Smith 2211; Stokes 2597-8.

Silicosis

Bernier 1654, 2403-4; H. F. Davis 2359, 2403-4; Ferrier 1644, 2359-60, 2404; Haggerty 2359, 2403-4.

Slow-growth areas (*see* Depressed/slow-growth areas)

Smelters/refineries

Auld 699; Bernier 2344-5, 2354-7; Ferrier 1644, 2356-7; Good 699; Haggerty 2343-4, 2401; Hughes 2401-2; Jewett 2402; Macfarlane 699; Stadelman 2787; Stokes 2355, 2786.

Smokestacks/chimneys

Auld 676, 680, 740-3, 751-2; Burr 740-1; Drea 705-6; Drowley 676, 743; Laughren 680; Macfarlane 690, 740-1; Martel 676-8; B. Newman 684; R. S. Smith 742-3, 751-2; Wardle 700.

Snowmobiles

Auld 795; Bernier 2231, 2252-5; Carton 2725-6; Ferrier 2254-5; Haggerty 2231; B. Newman 2252-3; Rollins 2206; Sloan 2207; Stokes 2206-7, 2254, 2724-5; Tempelmeyer 795.

Social/family services

Brunelle 1565-6, 1589-92, 1596, 1727-9; Campbell 1567-9; Eberlee 1732; Handleman 1588-90; Laughren 1624-8; Martel 1569-86, 1727-32; Ruston 1596; R. S. Smith 1701-2.

Social insurance numbers

Potter 2955.

Social planning councils

Brunelle 1740; Eberlee 1739; Handleman 1589, 1781; Martel 1739-40, 1883; J. W. Spence 1883.

Social service centres

Aldis 2931; Campbell 2959; Dukszta 2892-900; MacDonald 2927-31; Potter 2922-5, 2929-30; G. W. Reid 2930.

Social workers/agencies

Bales 113; Beckett 1876; Brunelle 1870, 1962-4; Callaghan 113; Campbell 1569, 1853-4, 1944-6, 1954, 1962-4; Drea 928-9, 1766; Eberlee 1870, 1955; B. Graham 1945-6, 1954-7, 1962-3; Haggerty 1746, 1844-5; Lewis 1967; Martel 1577, 1869-71, 1954-7, 2009-10; McLellan 1945, 1964; McLeod 928; McNie 928, 1165; Sisco 1164; R. S. Smith 1164-5; W. G. Smith 1853-4; Willems 1871.

Soil testing

Auld 610-1; Clement 564; Good 610-1; Martel 564.

Solandt commission

Auld 615; Good 617.

Soldiers' aid commission

Brunelle 1771; Eberlee 1771; R. S. Smith 1771; B. Newman 1771.

Speed limits

Adcock 2669; Burr 2669-70; Drea 2535; Eadie 2670; Foley 2535; Haggerty 2540.

Sports/athletics

Bennett 2762; Brunelle 2099, 2103-4, 2110, 2114-6, 2118, 2124, 2126-7; Campbell 2098-101, 2120-3, 2129; Eberlee 2104, 2114-6, 2118, 2120-8; Martel 2128-9; Martyn 2121-2, 2125-9; McNie 1225-6; B. Newman 1225-6, 2110-8, 2124-7; Secord 2099-102, 2105-13, 2116-7, 2121-5, 2128-9; R. S. Smith 2108-10; Stokes 2102, 2104, 2123-4, 2756-7.

Statistical centre/services

Callaghan 62; Campbell 62.

Statutes of limitation

Bales 86; Campbell 84, 86-7; Lawlor 84; Lewis 2940; Martel 86; Potter 2939; Singer 84-6, 2937-9.

Statutes/regulations, Ontario

Alcombrack 174, 176; Bales 177-8; Callaghan 80; Campbell 171, 177-8; Lawlor 80, 173-5, 178; Roy 175-6.

Steel companies

Bernier 2352-4; Stokes 2352.

Stock exchanges

Bray 307, 312-3, 331-2, 338; Clement 319, 331, 335; Deacon 313; Havrot 312; Lawlor 326, 335-6, 338; Renwick 274, 333, 336; Ross 327; Singer 331; J. K. Young 331.

Stockbrokers/dealers

Bray 307, 312, 336-8; Campbell 307; Clement 335-6; Deacon 307-8, 338; Lawlor 326, 335-8; Renwick 336-7; Singer 332.

Stocks/bonds

Bray 312-3, 323, 326-8, 336; Clement 324, 334; Deacon 332-3; Drea 313; Renwick 326, 328, 333-4; Ross 327; Sargent 327-9; Singer 323, 332.

Street lighting (*see* Road/street lighting)

Student awards programme

Bethune 1175, 1177, 1185, 1188-9, 1197-207, 1213, 1215-7, 1227-8, 1232-3; Bounsell 1206-7, 1211-6; Campbell 912, 1174-6; Cassidy 921; Fulds 1232-4; Kidd 1173-5, 1211; Laughren 986, 1175, 1178-80, 1186-7, 1189-90, 1193, 1197; Martel 1227-8; McNie 921-3, 994-5, 1174-9, 1187, 1199-1207, 1211-4; Morningstar 1197; Parr 912; R. S. Smith 1175, 1198-206.

Student enrolment

Bethune 1177; Bullbrook 857-9; Campbell 932, 1074-5; Deacon 1075; Foulds 993, 1009, 1012, 1058; Gordon 953, 956-8, 983, 989, 999-1000, 1003, 1012-3, 1026; Jackson 1103; L. M. Johnston 1074; Kidd 1004, 1212; Laughren 862-4, 867, 869, 900, 915-7, 938, 988-9, 1012-3, 1026, 1103; McCullough 981; McLeod 922, 932; McNie 864, 923, 951, 956, 962-3, 981-2, 989-90, 993, 997, 1000, 1003, 1058-9, 1104, 1211; B. Newman 922; Parr 916, 939, 1075; Singer 961; Wardle 956.

Student failure rate

Jackson 1124-5; L. M. Johnston 1091; Laughren 1091-2, 1124, 1157-61; McNie 1092, 1125, 1159-60.

Students

Campbell 1331; Dukszta 1330-1; McNie 1331; Tovell 1331.

Students, foreign

Cassidy 894-6; Gordon 894, 959-62; McNie 959-62, 971, 1182; B. Newman 883, 924-5, 960-1, 971, 1224; Parr 960-1; Wardle 959-60.

Students, functionally illiterate

Campbell 1133-4; Davy 1134; L. M. Johnston 1101; Laughren 1100-1; McNie 1101; Root 1132, 1139.

Students/graduates, medical

Campbell 967; Martel 965; McNie 965.

SUBJECTS—*Continued*

Students/graduates, post-secondary

Bethune 1198-207; Bounsell 1206-7; Cassidy 891-5; Gordon 893; L. M. Johnston 891-2, 1160; Laughren 1157-60, 1189-93; McNie 1059, 1158-61, 1192-3, 1199-207; Parr 894-5, 1158-9; R. S. Smith 1198-9, 1103-6.

Students/graduates, secondary school

Bethune 1201-2; Campbell 932, 967; McLeod 922, 932; McNie 1202; B. Newman 922, 1227; R. S. Smith 1201-2.

Students, married

Bethune 1200-1, 1212; Kidd 1212; McNie 1200-1, 1212; B. Newman 1212; R. S. Smith 1199-201.

Students, part time

Bethune 1194; Bounsell 1196, 1213-4, 1221-2; Drea 1235; Foulds 1195-6, 1211, 1233-6; Laughren 1189-97; Martel 1194-5, 1215, 1221, 1234-5; McNie 1189-97, 1213-5, 1221-2, 1233-6; Morningstar 1197; Parr 1221, 1235-7.

Stumpage dues

Bernier 2419, 2429; Haggerty 2419; Maeck 2430.

Subsidies, public/rapid transit

Bullbrook 2591-2; Carton 2540, 2590-2; Haggerty 2539-40; Maeck 2592; McNab 2593-5; Ward 2591-2.

Subsidies, road

Bidell 2532; Carton 2588, 2591, 2601-3, 2611-2; Drea 2531-2; Foulds 2613-4; Germa 2594-5; Haggerty 2581-5, 2601-3; R. G. Hodgson 2605-6; Martel 2609-12; McNab 2582-5, 2593-4, 2602-3, 2609-10; B. Newman 2583-4, 2603-4; Ruston 2606-8; Ward 2581-2, 2584-6, 2601-2.

Substandard products (*see* Hazardous/substandard products)

Subways

Bidell 2530-1; Campbell 2517-9; Carton 2481-3, 2486, 2527-8, 2692; Drea 2523, 2525-31; Foley 2486, 2495-6, 2500, 2507, 2534-5; McNab 2527, 2531; Cassidy 2489, 2395-6, 2500; Singer 2481-3.

Sulphur dioxide

Drowley 1546; Martel 1546, 1549.

Sunday observance

Bales 78-9; Carton 2451, 2458; Clement 526; Drea 528; Haggerty 78, 527; Renwick 76, 78-9, 526; Singer 78, 2458; Wardle 525.

Surveyors/surveys, land

Priddle 574; Singer 574.

Surveys, building plans

Clement 574; Priddle 574.

Surveys, cottages/sewage disposal

Auld 627; Nuttall 627.

Surveys, geological

Bernier 2351; Stokes 2189, 2351.

Surveys, water

Bernier 2177; Brunelle 2091; Stokes 2089, 2177.

Swadron report

Brunelle 1603, 1606-7; Martel 1597-8, 1600-4, 1606, 1614, 1735, 1753.

SWEEP programme

Auld 599, 623-6; Burr 623-4; Castel 624; Caverly 625; Laughren 624; Martel 623; G. Nixon 625; Nuttall 626-7; Ruston 624; Wardle 625-6.

Swimming pools

Auld 625; Rollins 2212; Secord 2109, 2122; R. S. Smith 2212.

SWORD programme

B. Newman 1687; Stokes 1684, 1687.

Systems/procedures, government

Campbell 299; Deacon 299; J. K. Young 299-300.

Takeover bids

Auld 799-800; Bray 320, 322, 326, 328; Clement 321; Deacon 319-20; B. Newman 799-800.

Tapes/cassettes

Bowers 1296; Campbell 1266, 1315; Drea 1289, 1295-6, 1298, 1303, 1435; Foulds 1433; Ide 1249, 1289, 1294, 1296, 1298, 1303-4, 1315, 1408, 1411, 1434; B. Newman 1434; R. F. Nixon 1404.

Task force, social services

Brunelle 1565, 1576, 1738, 1742, 1746, 2052; Crittenden 1741-2; Eberlee 1738, 1741-2; Martel 1572-6, 1731, 1738-9, 1742, 2054; R. S. Smith 1741.

Task force, solid waste

Auld 809, 816, 831-2, 834, 841-2; Burr 816; Gisborn 831-2; B. Newman 841-2.

Tax, income

Bethune 1228; Drea 1715; Martel 1228.

Tax, mining/revenue

Bernier 1654, 1659, 1681, 2360, 2366-8, 2382; Ferrier 1647-8, 2360; Martel 2366-8, 2372-5, 2382; Stokes 1681.

- Tax, property**
 Brunelle 1730, 1936-7; Crawford 1936-7;
 Eberlee 1835; Good 223; Martel 1729-30;
 Stokes 1935-7.
- Tax, racetracks**
 Clement 520; Drea 521.
- Tax, resource**
 Bernier 2366, 2369; Laughren 2361-5;
 Martel 2382.
- Tax, sales**
 Alcombrack 175; Bales 159-62; Bennett
 2801-2; Pillgrem 2801; Roy 158-62, 175;
 Sargent 2800-2.
- Tax, security transfer**
 Bray 307; Clement 279, 334; Deacon 307,
 333; Renwick 274, 333; Singer 332.
- Taxation/fiscal policy**
 Clement 586-91; Lawlor 583-5; Renwick
 587-9.
- Teacher-student ratio**
 Campbell 1003-4; Gordon 1004; Jackson
 1102; Laughren 987-8, 1102.
- Teachers, foreign**
 Bounshall 1220; Campbell 1224; Laughren
 990, 1186; Martel 1217-9; McNie 994.
- Teachers, nursery school**
 Campbell 933, 1166; McNie 933, 1166.
- Teachers, post-secondary**
 Campbell 1082-3, 1111-2; Laughren 1085;
 McNie 1082, 1112; Shaver 1082-3, 1111-2.
- Teachers' superannuation fund/
 commission**
 Bentley 347-9; Clement 348; Singer 347-9,
 351.
- Teachers' training**
 Campbell 1043; Cassidy 1043; Gordon
 1016-8; Laughren 1030; McNie 1029, 1032;
 B. Newman 1016-7; Parr 1017-8.
- Telephone service**
 Bales 108, 191-2; Lawlor 108; Rathbun
 2550-2; Renwick 191-2; Stokes 2547, 2551-2.
- Television (see Radio/television)**
- Television, cable**
 Bowers 1285; Drea 1288, 1298, 1312; Ide
 1288, 1296; Lewis 1285.
- Television, educational**
 Bounshall 1282; Bowers 1256; Campbell
 1251-4, 1262-6, 1315-6, 1319-21, 1363-9;
 Drea 1287-90, 1293-8, 1303-8, 1311, 1424-30;
- Ide 1248-54, 1262-3, 1271-2, 1278, 1281-5,
 1287-9, 1293-9, 1303-8, 1315-22, 1363-8,
 1370-1, 1382, 1399-400, 1408-9, 1411-3, 1430;
 Laughren 1409-14; Lewis 1267-70, 1273-5,
 1280-6, 1297, 1371-2, 1378, 1382-3, 1387,
 1392-7; Martel 1419-23; McNie 1245, 1316,
 1388, 1406-8, 1421-2, 1424, 1431-2;
 L. Miller 1370-1; Mills 1313-5, 1384; B.
 Newman 1434-5; R. F. Nixon 1400-9; T. P.
 Reid 1424-6; R. S. Smith 1422, 1431-3;
 D. Walker 1307-8, 1396.
- Tenant (see Landlord/tenant)**
- Tenants' associations/groups**
 Campbell 2107-8; Secord 2107-8.
- Tests, university admission**
 Foulds 1014-6; Gordon 1015-6; McNie
 1014-6.
- Theatre (see Arts/theatre)**
- Tires**
 Carton 2446, 2567; R. H. Humphries 2735;
 Paterson 2443; Stokes 2567; F. Young 2735.
- Tolls**
 Carton 2458-9; Haggerty 2465; Jessiman
 2458-9.
- Tourist attractions**
 Bennett 2767-70; Bernier 2235, 2243;
 Haggerty 2769-70; Havrot 2770-1;
 B. Newman 2096; Rollins 2204-5; Sargent
 2767-8, 2771; Stokes 2768-9, 2796-9; Welldon
 2096; F. Young 2233-5.
- Tourist development/promotion**
 Bennett 2797-9, 2807; Haggerty 2803-5;
 J. P. Spence 2807; Stokes 2796-9.
- Tourist industry**
 Bennett 2759-61, 2763-4, 2797-9, 2801, 2838,
 2853; Etchen 2853; Laughren 2838;
 F. S. Miller 2850, 2853; Sargent 2753,
 2799-802; Stokes 2257, 2597-8, 2754-5,
 2758-9, 2796-9.
- Tourist information/reception
 centres**
 Bennett 2803-4; Haggerty 2803-5.
- Tourist operators/outfitters**
 Bennett 2761-4, 2797-9, 2805-6; Bernier
 1654, 2161-2, 2209-10, 2223; Ferrier 1643;
 Gilbertson 2211-2; Maeck 2161, 2210-1;
 Martel 2805-6; F. S. Miller 2209-10; Rollins
 2209; Sargent 2808; Stokes 2239, 2754-9,
 2796-8.
- Tourists**
 Bernier 2242-3; B. Newman 2242-4; Sloan
 2206; J. P. Spence 2608; Stokes 2206, 2241;
 Villeneuve 2244; Wiseman 2324.

SUBJECTS—Continued

Township affairs (see County/township affairs)

Townsites

Martyn 2093; Stokes 2092.

Trade missions/offices

Bennett 2760, 2762, 2765-6, 2789-90, 2792-3, 2795-8; Fowler 2791; J. J. Graham 2793; Handelman 2842; Lewis 2793-5; Sargent 2753, 2789-91; J. P. Spence 2792-3; Stokes 2757, 2765-6, 2791-2, 2796; Wiseman 2846; York 2790-1.

Trades training (see Vocational/trades training)

Traffic counts

Adcock 2616-7; Carton 2616-7; Foulds 2616-8; Germa 2645, 2648-50, 2653; Haggerty 2635; McNab 2615-6, 2618, 2635, 2645, 2653.

Traffic lights (see Road signs/traffic lights)

Traffic violations

Bales 67, 71, 206-7; Callaghan 67-8; Campbell 71, 139; Renwick 66-8, 70; Singer 206, 208.

Trailer parks (see Parks, trailer)

Trailers/mobile homes

Clement 382-3, 429-31; Deacon 382-3; Grundy 382; B. Newman 430-1; Sargent 429-30; Singer 383.

Training centres/schools, correctional

Campbell 2003-7; B. Graham 1961; Lewis 1963; Martel 1961.

Transit, public/rapid

Bidell 2513-4, 2517, 2519-22, 2526-7, 2530-1, 2591; Braithwaite 2482; Bullbrook 2591-2; Campbell 2511-25; Carton 2480, 2513, 2523-4, 2528-9, 2537, 2539, 2590-1, 2692-3; Cassidy 2483-504; Drea 2523, 2525-39; Foley 2483-500, 2505-7, 2512, 2515-6, 2518-9, 2521-2, 2534-9, 2541; Haggerty 2539; McNab 2593-5; B. Newman 2590-1; Ruston 2541; Singer 2480; Ward 2591-2.

Translators/interpreters

Bales 81-3, 210-1; Callaghan 82; Campbell 82-3, 210-1; Dukszta 1484; R. Evans 1484; Foulds 1484; Martel 81-2; Singer 210-1.

Transportation

Brunelle 1907-9, 2091-2, 2094-5, 2097; Campbell 1908; Carton 2444-7, 2450-4; Eberlee 1909; Germa 2447-50; Martel 1901-2, 1907; Paterson 2441-3; Root 1911; R. S. Smith 2094-5; Stokes 2089.

Transportation costs/fares

Bidell 2526-7; Campbell 1850-1, 1862-4, 1899, 2505-7, 2511-3, 2516; Carruthers 303; Carton 2460, 2494, 2693; Cassidy 2483-6, 2490-6; Drea 2525-34; Eberlee 1899; Foley 2461, 2471-2, 2477-8, 2483-6, 2490-6, 2505-7, 2512, 2517; Germa 2471-2, 2477-8; Haggerty 2694; Howard 2693-7; E. Johnston 303; Kennedy 2695; Martel 1818, 1901, 1907; McNab 2526-7; W. G. Smith 1850; Sohn 1899; Stokes 2461; F. Young 2693.

Transportation Development Corp.

Bidell 2559; Carton 2444, 2452, 2469, 2559; Cassidy 2496-7; Foley 2496-7; Germa 2449, 2469; Ruston 2575.

Transportation planning/studies

Bidell 2501-3, 2513-4, 2559, 2591; Campbell 2041, 2045, 2047, 2051, 2505, 2512-4; Carton 2446, 2450-1, 2463-4, 2502-3, 2513, 2558-9, 2563, 2568, 2590-2, 2623-4, 2692; Cassidy 2483, 2500-3; Cole 2041-2, 2045-7; Ferrier 2463-4, 2561-6; Germa 2558-60; Jessiman 2563-6; McNab 2559-60; B. Newman 2590-1; F. Young 2560.

Transportation systems, municipal/regional

Carton 2445-6, 2451-2; Paterson 2443.

Trapping (see Hunting/trapping)

Travel agencies

Clement 457, 467; Drea 465-8; Singer 467-8.

Travel expenses (see Expense accounts/travel expenses)

Tree removal/replacement

Campbell 2505; Carton 2496; Cassidy 2496.

Truckers/trucking industry

Auld 720-1, 789-91; Bales 78; Braithwaite 2463; Burr 790, 793; Carton 2451, 2458, 2462-5, 2557, 2735-8, 2744-7; Eaton 2673; Ferrier 2464-5; Germa 2448, 2556-8, 2648-50, 2653-4; Haggerty 719-21, 2735-8; Jessiman 2462, 2542-4, 2557; Macfarlane 720; Martel 794, 2569-70, 2662, 2664, 2667; McNab 2649-50, 2653; Ruston 2548; Sargent 2744-7; Shoniker 2743-6; Singer 2458; Stokes 2465, 2572; Summerley 2571; Tempelmeyer 790, 793; Wardle 789-90; Yakabuski 2742, 2744-5; F. Young 2745.

Trucking rates (see Freight/trucking rates)

Trust funds

Bales 115; Brunelle 1879; Campbell 1878-9, 1941-4; Fisher 547, 549; Lawlor 115; Renwick 69; Rutherford 1942-4; Singer 549; W. G. Smith 1879.

Trust/loan companies

Bentley 344; Clement 335, 507-8; Cox 509; Lawlor 335, 337, 344, 398, 506-8; Renwick 168; Sargent 410.

Tunnels

Adcock 2636-7; Bidell 2638; Haggerty 2636-9.

Unemployables

Brunelle 1566, 1582, 1590, 1599, 1708, 1720; Drea 1714-5, 1717-8, 1720-1; Martel 1570, 1582; R. S. Smith 1718.

Unemployment insurance/commission

Brunelle 2013, 2018; Campbell 2013, 2017; Haggerty 1842-3; Martel 1838; McLellan 2013; Willems 1838.

Unemployment/layoffs

Bennett 2836-7; Bernier 2400-1; Brunelle 1615-6; Haggerty 1637; Jackson 1064-5, 1103; L. M. Johnston 1062-3; Laughren 1062, 1102-4, 2836; McNie 1102-4; Parratt 1615-6; R. S. Smith 1063-5.

Union Carbide

Auld 1551-2; Drowley 1551; Haggerty 1550.

Union Gas

Bullbrook 1696; Clarkson 1695; Haggerty 1694-5; McKeough 1696; MacNabb 1695.

Union, railway workers

Ferrier 2562-6; Jessiman 2564-6.

Universities/colleges

Bullbrook 856-9; Campbell 884, 887, 901, 908-9, 911, 953, 998, 1074-5; Cassidy 891-8; Deacon 1075-6; Foulds 1009-10, 1014-6, 1106; Gordon 893-4, 952-3; L. M. Johnston 912, 1074; Kidd 885; Laughren 860-74, 879-82, 985-91, 1105-7; Martel 1087-8; McLeod 911; McNie 853-5, 864-74, 882-7, 910, 951, 956, 998, 1009-10, 1014-6, 1075, 1105-6; B. Newman 883; Parr 894-5, 908, 910, 933, 950-1, 953, 1010, 1075, 1107; R. S. Smith 952-3; Wardle 956.

Universities/colleges, de-Canadianization

Campbell 967-8, 1043; Laughren 881-2, 990, 994; McNie 968, 994, 1041-2; R. S. Smith 1040-2.

Universities/colleges, open

Campbell 970-1; Cassidy 1027-8, 1031; Deacon 1050-2; Foulds 1014; Gordon 1050-1; Laughren 1024-5, 1050-1, 1085-6, 1101; McNie 969-71, 1024-5, 1028, 1052-3, 1085; B. Newman 969-70; Parr 969.

Universities, foreign

McNie 1222-4; B. Newman 1222-4; Root 1238.

University courses/degrees

Cassidy 897-8, 1029; Gordon 1017-8, 1038-9; McNie 939-40, 1029-30, 1041-2, 1223-4; B. Newman 1016-8, 1222-4; Parr 897-8, 939, 1017-8, 1033; Parrott 939; R. S. Smith 1039, 1041.

University faculties/faculty members

Bullbrook 858; Campbell 967, 999-1000, 1003-4; Gordon 999-1000; Laughren 881-2, 990-1, 994; McNie 882, 968, 994, 1000, 1032-3, 1041-2; Parr 999-1000, 1004, 1033; R. S. Smith 1040-2.

University governors/board

Cassidy 1034; Deacon 1027; Gordon 1034; Laughren 873-4, 913; McNie 874, 1027, 1034-5; Parr 1034; Taylor 914.

University, Laurentian

Cassidy 1039-40; Gordon 1037-9; Laughren 873, 913, 988-9, 991, 1214; Martel 992; McNie 992, 1037-40; R. S. Smith 1037-40.

University, post-graduate programmes

Parr 939; Parrott 939.

University presidents/council

Cassidy 1027; Laughren 871-2; McNie 871-2, 1027; Parr 871.

University students/graduates

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610, 1503-15, 1521; Haggerty 835-7, 1528-31,
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1519-21; Williamson 806-8, 812, 814-5, 817-8,
833, 836, 1509, 1516-7, 1526.

Waste, industrial/liquid

Auld 661, 663, 811-2, 836, 848-9, 1510, 1530,
1535-8, 1541; Bernier 1662-3; Caverly 660-1,
664; Foulds 849; Good 660-1, 1509-10;
Haggerty 663, 835-6, 1530-1, 1535-8;
Laughren 811-2; B. Newman 842, 848,
1662-3; Williamson 843, 848-9, 1509, 1516-7,
1526, 1530.

Waste, radioactive

Auld 1536-7; Haggerty 1536.

Waste, rail-haul

Auld 800, 823-4; Deans 820-5; Lawlor 709.

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Auld 598, 800-1, 805-9, 811, 813-9, 823-5,
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2163; Stokes 2089, 2159.

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Bernier 1682, 2220; Herridge 1682;
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Auld 597, 627-8, 630, 636-9, 641, 643-4, 656,
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Bernier 2201-3; Deans 2200-3.

Welcome House, Ontario

Brunelle 2026-7, 2040; Campbell 2023, 2030; Cassidy 2025; Martyn 2023-5, 2030; Moritsugu 2023.

Welfare administrators/offices

Amos 1771, 1773-4, 1776-8; Beckett 1876-7; Brunelle 1573, 1591, 1598, 1603, 1771-3, 1776, 1865; Bullbrook 1778-9; Drea 1765; Eberlee 1774, 1776-8, 1865-7; Haggerty 1844-5, 1867; Laughren 1773-5; Martel 1573, 1576, 1591, 1771-3, 1818-9, 1864-6, 1869; B. Newman 1771; Parrott 1778; R. S. Smith 1776-8, 1819; C. J. Williams 1866.

Welfare benefits (*see* Family/welfare benefits)

Welfare, municipal

Brunelle 1598, 1611, 1627, 1707-9, 1718, 1728-30, 1750, 1759-61, 1826, 1834; Campbell 1618; Drea 1716, 1765; Eberlee 1733, 1840; Haggerty 1844-5; Martel 1587, 1590-2, 1598-9, 1611, 1618, 1707-8, 1730, 1733, 1737, 1750, 1759-61, 1826, 1834, 1838-40; B. Newman 1728; Rutherford 1759; R. S. Smith 1708-10, 1742; C. J. Williams 1718.

Welfare overpayments

Beckett 1876-7; Brunelle 1868-9, 1877; Campbell 1877; Haggerty 1868-9; Martel 1868-9.

Welfare recipients

Beckett 1876-7; Bernier 1679; Brunelle 1566, 1581-3, 1590, 1598-603, 1607, 1612, 1624, 1627-8, 1705-9, 1713, 1736-7, 1759-61, 1763, 1770, 1775, 1789-90, 1809-12, 1814, 1817, 1870-1, 1920; Campbell 1567, 1618-9, 1624, 1849-50, 1862-4; Drea 1719-20; Eberlee 1737, 1778, 1781, 1791-3, 1816, 1870; Haggerty 1748, 1866-7; Laughren 1624-8, 1775; Lewis 1814-5; Lundy 1792, 1794; Martel 1572-4, 1579-88, 1597-607, 1611, 1706-7, 1710, 1712-3, 1736-7, 1739, 1759-63, 1769-71, 1782, 1791-4, 1809-13, 1817-20, 1864-71, 1931; Morningstar 1713; Parrott 1846-8, 1886; Rutherford 1759; R. S. Smith 1705-13, 1789-90, 1819.

Welfare supplements

Brunelle 1833-4, 1837-8, 1846, 1855, 1861; Campbell 1854; Eberlee 1834-6; Martel 1833-7; Parrott 1846-8; C. J. Williams 1837.

Wetlands

Bernier 2253; B. Newman 2253.

White River Air Services

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Brunelle 1744, 1749; Haggerty 1844; Morningstar 1744; Root 1748-9.

Wildlife/management

Bernier 1654, 2304-5, 2319, 2322-3, 2327, 2332-3; Brubacher 2338-9; Ferrier 1641-2, 1654, 2322-3, 2332-3; Foulds 849; Gaunt 2317-8, 2321; Haggerty 2303-4, 2307-8; Irizawa 2304-8, 2320, 2323, 2329; Roseborough 2320-1; Stokes 1657-8, 2311-2, 2325-7; Wiseman 2305-7, 2321, 2329, 2338-9.

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